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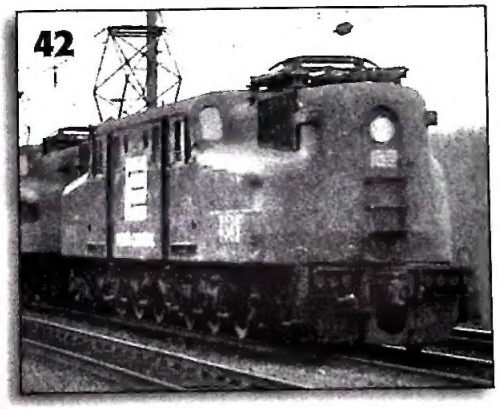

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I on the cover

Napa Valley Wine Train FPA4 No.72 makes its way through the wine country of California, on June 27, 1999. The Wine Train is among the nearly 80 dinner train operations in North America. Read all about them in The 2000 Dinner Train Guide, appearing on pages I-VIII. Photograph by Steve Barry.

Publisher's Desk

The Evolution of Rail Photography

IT WASN'T THAT MANY YEARS AGO when the 116 folding camera was the most popular camera for rail photography. Size 116 film was ideal for rail photography with its 2¾"×4½" format. It was ideal for shooting ¾ views of locomotives or trolleys. The film was readily available at corner drugstores, was cheaper than the old postcard size film and contact prints were large enough to see. Most 116 size cameras were folding cameras, and if you could afford a Kodak Vigilant or Monitor you'd really arrived. The 116 negatives were also easy to file. Mine are in coin envelopes, although I later switched to 4×5 negative envelopes.

Most fans, including most of the big names in rail photography, were content shooting record shots of locomotives or trolleys. Film speeds were slow, lenses were slow and most cameras had a top shutter speed of ⅛oth or ¹⁄₁₀₀th of a second. Some of the early rail photographers thought nothing of lugging a 5×7 or 8×10 view camera around, along with a tripod and camera case for cut film holders.

But change was coming as the depression era came to a close. Lucius Beebe, heir to an apple fortune, had the wherewithal to buy a 4×5 Graflex camera. The Graflex cameras generally had superb lenses for the time. The Graflex was followed by the great press camera of all time: the Speed Graphic offered in 3¼×4¼ or 4×5 film sizes. Film was carried in cut film holders, each holder holding two sheets of sheet film in a variety of emulsions and film speeds. If you went out on a day's shooting and had 20 cut film holders, you could come back with 40 negatives. Film packs were the next advance, offering twelve sheets of film on a thinner film base, in a holder not much larger than a conventional cut film holder.

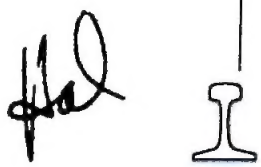
Speed Graphic offered the fan a vulcanoid camera case tough enough to sit or stand on. It held the Speed Graphic, a dozen holders and a flashgun and other smaller accessories. A strap let you carry this thing over your shoulder. It was heavy.

The Graflex and the Speed Graphic both offered something that made it especially appealing to the rail photographer: a focal plane shutter with a speed of up to ¹⁄₁₀₀₀th of a second. The Speed Graphic also came with a between-the-lens shutter. If a shutter malfunctioned on a trip, you had a convenient spare. The focal plane shutter had a strange idiosyncracy. As the shutter wiped its way across the sheet film when shooting a fast moving train, the top part of the locomotive often appeared to be leaning forward.

When I got out of the army, I used my mustering out pay to buy the Kodak Medalist, which had been used in the military since it was smaller than a Graphic. It took eight shots on a roll of 620 (2¼"×3¼" film). In operation it was much like a 35mm camera and featured a Supermatic shutter and a 3.5 Kodak Ektar lens that was superb. I took hundreds of great pictures with it. I finally traded it in on a 4×5 Speed Graphic because the shutter froze while shooting some winter scenes on the Erie. Unforgivable. Worst of all, the film advance stuck while shooting a double headed NYO&W northbound freight on the West Shore. A W-Class 2-8-0 was in the lead, followed by Y2 4-8-2, and over this was a good old NYC K11 Pacific with a short commuter train. Despite this, I always liked the Medalist.

There were many great roll film cameras, notably the 620 Rolleicord and Rolleiflex which took square pictures on 620mm film. Many were equipped with sharp cutting lenses and good shutters.

Before World War II came a development that would change photography — rail and otherwise — dramatically: the 35mm camera. We'll pick up the story from here next month.



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JOHN FULLER

A new life for Haley Tower

by John Fuller

HALEY TOWER in Terre Haute, Indiana, stands guard as a Canadian Pacific southbound train behind AC4400CW 8558 passes on CSX track on October 22, 1999 (above)**. This would be one of the last trains to pass the deactivated tower before it was moved. Swing operator Bob Ohning looks on as CSX train Z486 approaches Haley at 6:50 a.m. on October 22nd** (below)**. Ten minutes later, a signal suspension went into effect, Heley was deactivated and Ohning ended his six-year tenure in the tower.**

HALEY TOWER, the last interlocking in Terre Haute, closed on October 22, 1999. Located 70 miles west of Indianapolis, Terre Haute was a last holdout for interlocking towers, as the community hosted two such facilities at the beginning of 1999.

Both of Terre Hautes's towers survived long past the life expectancy of most. Spring Hill, the crossing of the former Chicago & Eastern Illinois, Milwaukee and Big Four Evansville line (a portion of which was later sold to CSX to serve a coal mine nearby), survived because the Milwaukee operator doubled as dispatcher — an economy move made during the Milwaukee's bankruptcy, moving the dispatcher from a downtown office building. In 1998 Canadian Pacific modernized and constructed a new building at the Latta Yard division point, about 25 miles southeast, to house the dispatcher. Spring Hill closed in January 1999.

Haley's survival was due to a somewhat complex interlocking and an alleged disagreement over who would control the busy junction. Control became a moot point following the CSX takeover of the ex-Conrail main (former Big Four Indianapolis-Terre Haute and former Pennsylvania Railroad Terre Haute-St. Louis lines). The former C&EI and ex-Conrail line are CTC territory.

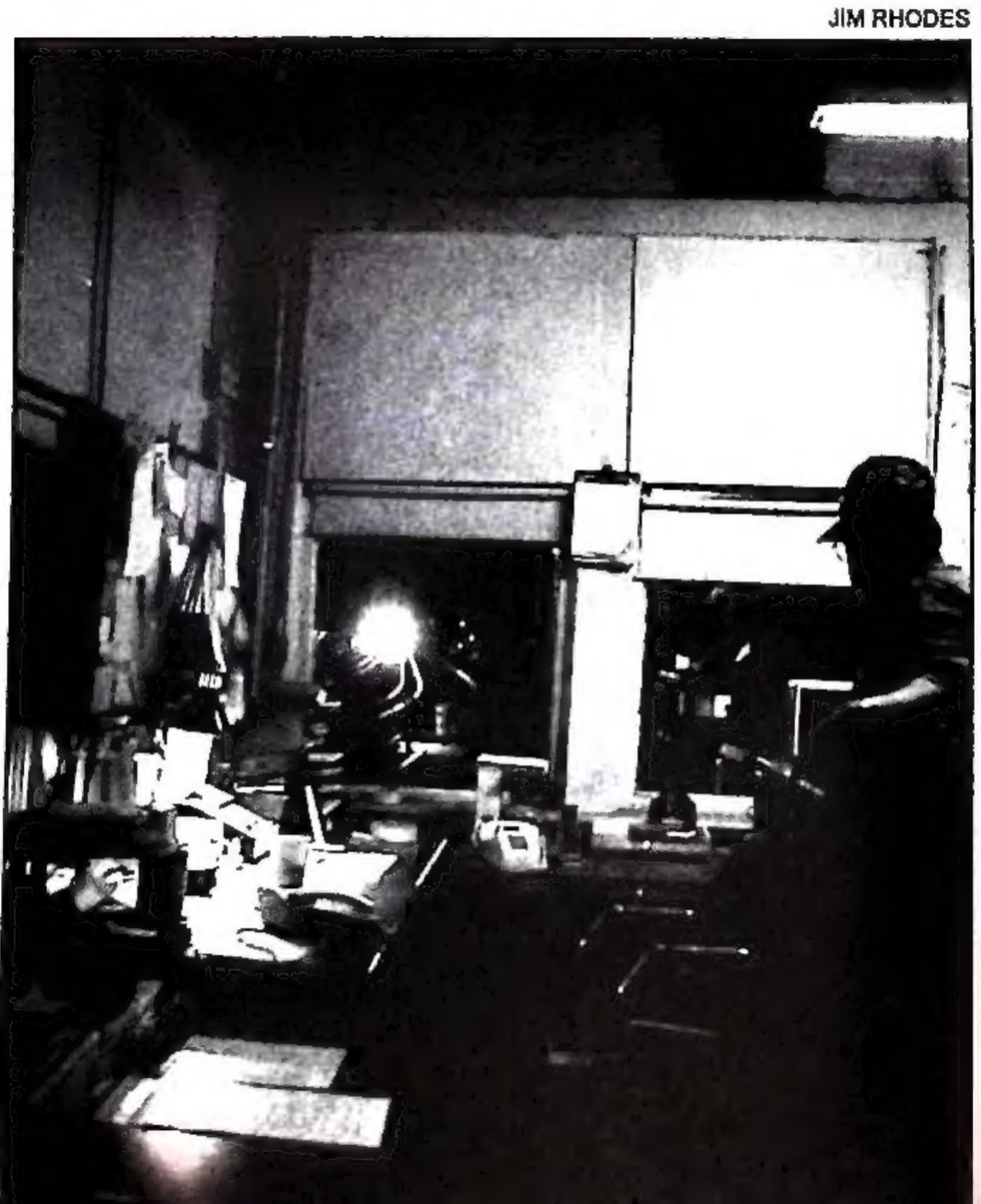
Unlike most interlocked crossing outside of terminal areas, Haley had two motorized movable point diamonds — one which also contained a single slip switch to allow for interchange. Haley was located at the north end of about three-quarters of a mile of parallel running. At Haley the former Big Four curved to cross the ex-C&EI, necessitating the movable point diamonds.

Ironically, the summer prior to CSX/NS/Conrail takeover announcement, quite a bit of money was spent to replace the movable point diamonds in what was a fairly major construction project. Following the merger announcement, plans were formulated to completely eliminate the diamonds and replace them with a series of turnouts and crossovers. The problem was that Haley Tower was directly in the path of one of the new track alignments.

Most likely CSX had envisioned closing the tower and quickly demolishing it to get it out of the way. A local preservation group was formed (The Haley Tower Historical & Technical Society) and eventually a cooperative CSX modified their plans to allow for acquisition and move.

In contrast to most tower closings,

JIM RHODES



when the interlocking is simply switched to automatic or remote control, Haley had to be taken "off-line." This was due to the fact that the structure had to be moved — interlocking machine and all. The tower's electricity was shut off towards the end of third trick on October 22nd, and the operator was moved to a mobile office nearby. Two switch tenders were employed to manually line the points and turnouts.

All adjacent CTC control points — two on the former C&EI and two on the former Big Four — were rendered useless as a result of Haley going dark. The useless CTC control points included former C&EI's Dewey interlocking, location of the Milwaukee crossing and south end of a remote siding, as well as North Baker, the north end of a remote siding. Switch tenders were also employed at both of these locations at various times throughout the automation project.

On the former Big Four, CP68 (Preston, the Milwaukee crossing and crossovers on Conrail) along with CP72 (Ringo, junction with Conrail's ex-St. Louis main to Paris and the 1968 connection to the former Pennsylvania Railroad St. Louis main) also went red.

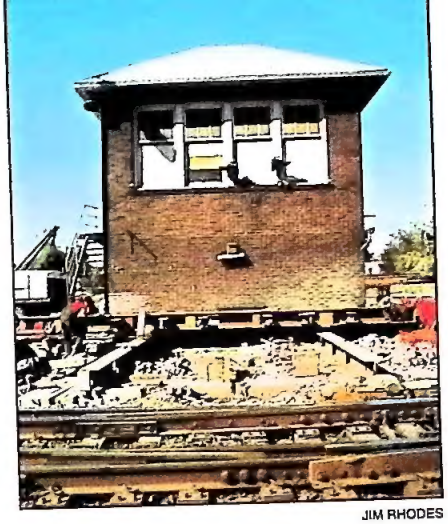
All trains were talked through town by the dispatchers with manual blocks on the former C&EI and Form D's on the former Conrail. For several days Terre Haute became quite a bottle-neck, especially during the removal of the diamonds and installation of new trackage and turnouts.

Orange hard-hatted maintainers, track workers, signal department engineers and supervisors were swarming the area. Several had cameras in hand to photograph the last train by Haley and the careful movement of the tower about 75 feet off the CSX right of way.

Local interest in saving the tower was promoted by several long-time Haley train watchers. The group was able to purchase a large parcel of property adjoining the tower to create a permanent home for the brick structure and a proposed Wabash Valley Railroaders Museum. A grant from Lilly Endowment provided much of the necessary funding for the tower' move and eventual restoration.

The society employed the services of MCF Movers from Newburgh, Indiana. The day prior to the tower's closing, steel beams were slid under the tower. When Haley's operation's closed down, the firm got to work jacking up the tower. Two large girders were placed under the structure, which acted as tracks. Rollers were placed between the girders and the steel beams, and the jacks were lowered. The tower was then inched away from its original foundation. CSX wanted the tower off their property within 36 hours of its closure to allow the construction project to remain on schedule.

By evening, crews had secured the tower on a temporary wooden block foundation. The tower was well out of harm's way and CSX was able to proceed with their new track alignments. The tower will remain in its temporary location about 75 feet west of its original foundation. Hopefully by year's end the tower will



JIM RHODES

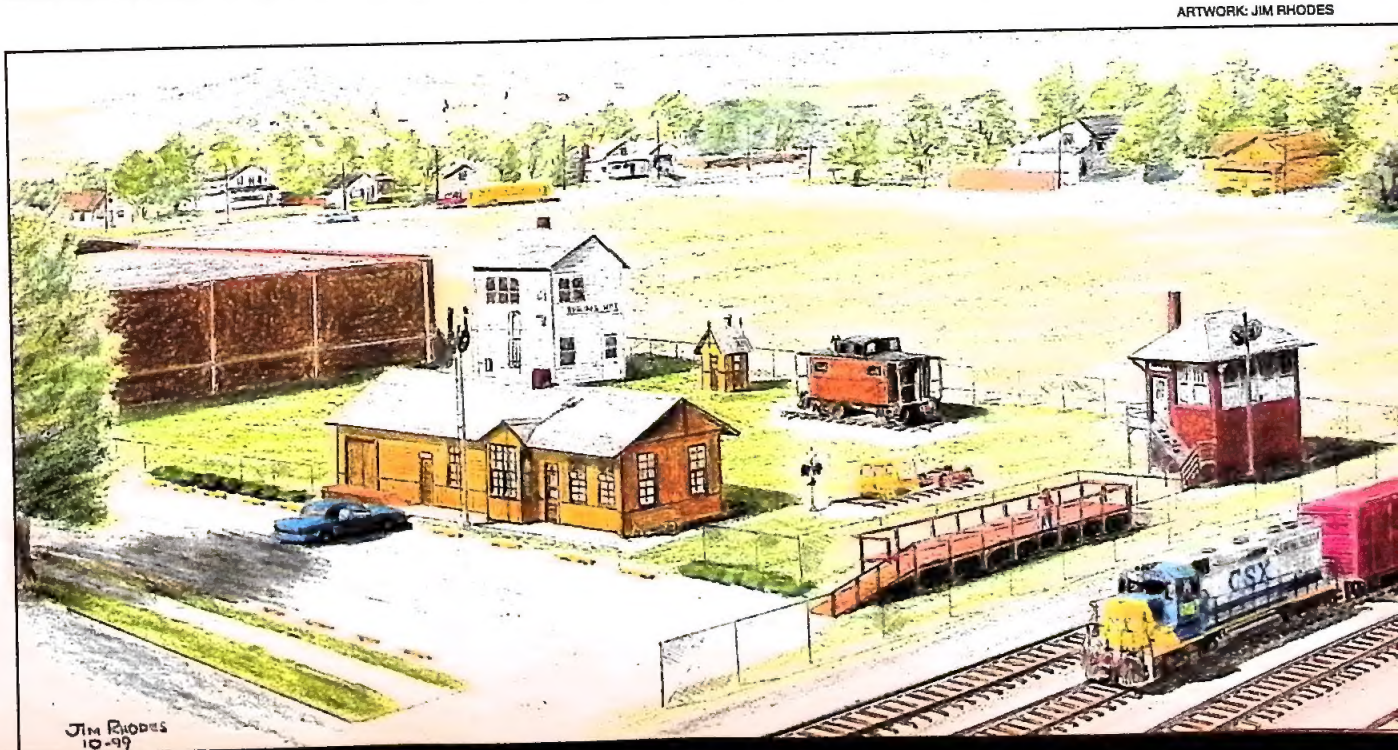
be moved another 200 feet or so to the south where it will be placed on a soon-to-be-constructed foundation.

Terre Haute has a rich rail heritage. By far, the Pennsylvania Railroad had the largest presence in the community with a huge shop, a yard and division buildings. The Milwaukee, New York Central and C&EI also had extensive facilities with yards, roundhouses and shops. The community had a PRR/C&EI Union Station as well as an NYC passenger depot. Interlocking towers, along with crossing watchman towers and shanties, abounded. None were preserved until now.

The Wabash Valley Railroader's Museum could bring some recognition and preservation of the community's long-neglected railroad heritage. Future plans at the society's museum call for the construction of a train observation platform and possibly a new depot-style structure. There is also talk of obtaining Spring Hill, which is still standing following its January 1999 closure.

SHORTLY AFTER NOON on October 22, 1999, Haley Tower was on the move westward off CSX property for preservation by the Haley Tower Historical & Technical Society (above). **Plans for the new Wabash Valley Railroaders Museum at Terre Haute include Haley Tower, Springhill Tower, a newly-constructed depot-style building, a train watching platform and various rolling stock** (below).

ARTWORK: JIM RHODES



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Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

RUTLAND, VERMONT, May 6-7. Rutland Railroad Historical Society Convention at the Howe Center. Saturday activities include tour of Howe Scale Works, slide show and displays, Saturday evening banquet and Sunday excursion with ex-Rutland equipment. Fare $15 for Saturday tour, $15 for banquet and $30 ($40 for non-members) for Sunday excursion. Make checks payable to Rutland Railroad Historical Society and mail to Jeff English, 6 Lansing Avenue, Troy, NY 12180-4829.

DANBURY, CONNECTICUT, May 6-7. Spring Railfair 2000 at the Danbury Railway Museum featuring an excursion on the Maybrook Line, night photo session, photo freight runs, track car rides, railroadiana dealers and more. For more information contact the Danbury Railway Museum, P.O. Box 90, Danbury, CT 06813-0090; 203/778-8337; *www.danbury.org/drm.*

TRAINS UNLIMITED, TOURS, (P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*) is sponsoring the following events. Call or write for a catalog.
May 13, Yolo Shortline Railfan Day with ex-SP 0-6-0 on photo freight *(see separate listing).*
May 27-29, Cariboo Steam Special from North Vancouver to Kelly Lake, British Columbia, with ex-CPR 2-8-0 3716 *(see separate listing).*
June 10-11, Rio Grande Spectacular photo freight on the Cumbres & Toltec Scenic *(see separate listing).*
September 15-17, White Pass & Yukon Steam Spectacular with three charter trains all steam powered (*see separate listing*).
September 30-October 1, Wisconsin Fall Colors Rail Cruise using Wisconsin & Southern E-units on VIP train.

WOODLAND, CALIFORNIA, May 13. Yolo Shortline Railfan Day featuring SP 0-6-0 1233 in SP lettering on a freight train and YSL's GP9 on a passenger train. Many photo runbys featuring both trains covering 58 branch line miles, fare $153. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

WASHINGTON, D.C., May 13. *Mystic Flyer* from most points on the Northeast Corridor to Mystic, Conn., sponsored by the Washington D.C. Chapter NRHS. Options include touring Mystic Seaport or riding the Valley Railroad and riverboat cruise. First class seating in the Dover Harbor available. Prices start at $109 adults, $89 kids including rail transportation and optional activity. For more details contact the Washington D.C. Chapter NRHS, P.O. Box 151, Alexandria, VA 22313-0151; 703/273-8440; *info@dcnrhs.org; www.dcnrhs,org.*

ORRVILLE RAILROAD HERITAGE SOCIETY (P.O. Box 11, Orrville, OH 44667; 330/683-2426) will hold the following special events. Contact the society for more information.
May 13, excursion via Wheeling & Lake Erie to Pittsburgh *(see separate listing).*
June 10-11, Depot Days at the Orrville depot (see separate listing).
August 5-6, overnight excursion to Pittsburgh.
August 26, rail excursion to the Lorain County Fairgrounds from Canton and Orrville.
September 23-24, *proposed* Superliner excursion from Akron, Ohio, to Pittsburgh.
October 14, Medina Loop fall foliage excursion from Orrville to Medina, Ohio.

ORRVILLE, OHIO, May 13. All-day excursion to Pittsburgh and return sponsored by the Orrville Railroad Heritage Society. Trip will operate via the Wheeling & Lake Erie to Rook Yard in Pittsburgh with a bus connection to Station Square. Coach fare $75. For tickets or information contact the Orrville Railroad Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm).

CASS, WEST VIRGINIA, May 13-14. Photo charter on the Cass Scenic Railroad with a log train (no tourist cars) each day. Locomotives will be lettered for Mower Lumber. Saturday trip runs over the former Western Maryland to "Big Cut" and Beaver Creek, Sunday's trip goes to Bald Knob. Numerous photo runbys, trip capacity limited to 80 participants. For ticket prices and availability contact Carl Franz, 4704 Aspen Hill Road, Rockville, MD 20853; 310/942-6197.

HIGH IRON TRAVEL (P.O. Box 50116, Minneapolis, MN 55405; 612/922-7259; *www.highirontravel.com*) is sponsoring the following rail tours using the private cars *Caritas, Cimarron River* and *Pine Tree State.* Contact High Iron Travel for details.
May 18-21, Toledo, Peoria & Western including Amtrak from Chicago to Galesburg and the Keokuk Junction Railway; $1595 per person double occupancy.
June 2-4, Iowa Interstate from Bureau to Des Moines and Council Bluffs, Iowa; $995 per person double occupancy.
June 10-11, Iowa Adventure via Iowa Northern and Dakota, Minnesota & Eastern; $895 per person, double occupancy.
June 16-25, Northern Plains Explorer from Chicago/Twin Cities to Whitetail, Mont., via former Great Northern and Soo Line trackage; $2950 per person, double occupancy.
August 28-September 6, AAPRCO Convention trip to Winnipeg; call for details.

AMES, IOWA, May 19-21. Chicago & North Western Historical Society annual convention at the Best Western Starlite Village. Registration $68 before April 15, $78 after. Information from Jim Phinney, Registrar, 119 32nd Street NW, Cedar Rapids, IA 52405; *www.cnwhs.org.*

CASS, WEST VIRGINIA, May 19-21. Railfan Weekend on the Cass Scenic Railroad sponsored by the Mountain State Railroad & Logging Historical Association featuring the first trip to Cheat Bridge since 1971. Night photos, community dinner, more. For information contact Railfan Weekend, c/o Bob Hoke, 6304 Kaybro Street, Laurel, MD 20702-2621; 800/CALLWVA.

CHICAGO, ILLINOIS, May 20-21. Galesburg Safety Express sponsored by the Chicago Chapter NRHS to Galesburg, Ill., with Milwaukee Road 4-8-4 261. Coach and first class available, including Sky Top Lounge *Cedar Rapids.* Tickets start at $99. For more information contact the Chicago Chapter NRHS, P.O. Box 53, Oak Park, IL 60303.

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-6622; *www.brwrr.com*) is holding the following special events. Contact the railroad for details:
May 20-21, Great Train Robbery.
July 14, Mixed Freight *(advance sales only).*
September 16-17, Great Train Robbery.
October 28-29, Halloween Special.
November 24-26, December 2-3 and 9-10, Santa Express.

BLANDON, PENNSYLVANIA, May 27. PicnicRail '00 at Maier's Grove adjacent to the Norfolk Southern ex-Reading main line sponsored by the Anthracite Railway Historical Society, Conrail Historical Society, Reading Company Technical & Historical Society and the Hawk Mountain, Lehigh Valley and Pottstown & Reading Chapters NRHS. Videos, snacks and drinks in the afternoon, barbeque chicken dinner at 5:00pm, evening slide presentation. Tickets $10, kids 3-12 $5, under 3 free (but make reservation) from HMRHS, c/o Philip Reppert, 17 Adele Avenue, Blandon, PA 19510.

PORT CLINTON, PENNSYLVANIA, May 27. Good Springs Ramble over the Reading & Northern sponsored by the Jersey Central Chapter NRHS. Ride over former Reading trackage in RDC's to Good Springs, Pa. Tickets $35 from Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066. Information phone 908/233-3603 or visit *www.jcrhs.org.*

NORTH VANCOUVER, BRITISH COLUMBIA, May 27-29. Three-day steam trip to Kelly Lake behind BCR 2-8-0 3716. Photo runbys each day. Fares start at $465. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

COOPERSTOWN & CHARLOTTE VALLEY RAILWAY (P.O. Box 681, Oneonta, NY 13820; 607/432-2429; *www.lrhs.com*) will hold the following special events. Contact the railroad for details.
May 27-29, opening weekend, three round trips daily over the Cooperstown branch. Trips depart from Cooperstown and Milford. Special military displays on the 29th.
June 17, Railroad Workers' Day. Current and retired railroad employees ride free.

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256; *ptm@pa-trolley.org; www.pa-trolley.org*) will hold the following special events. Admission (unless otherwise noted) is $6 adults, $5 seniors 65 or over, $3.50 kids 2-15, under 2 free. Contact the museum for complete details.
May 27-29, Washington County Rib & Wing Fest; ride the trolley to the cookout.
June 24-25, celebrate the 1950s with vinatge cars, music and more.
June 29-30, Trolleys and trains; toy and real trains of all sizes.
August 12-19, Washington County Fair; take the trolley to the fair.
October 14-15 and 21-22, Pumpkin Patch Trolley; ride orange trolleys and get a pumpkin (kids $4).
October 21-22 and 28-29, Pennsylvania Arts & Crafts Christmas Festival; ride the trolleys to the festival.
November 24-26, December 2-3 and 9-10, Santa Train; kids meet Santa, parents enjoy caroling.

ONEONTA, NEW YORK, May 29. Leatherstocking Railway Historical Society's annual open house at the "Little Red Caboose," D&H No.10, the national shrine of the Brotherhood of Railroad Trainmen. Only day of the year tours are offered. For more information contact Leatherstocking Railway Historical Society, P.O. Box 681, Oneonta, NY 13820; 607/432-2429; *www.lrhs.com.*

DENNISON, OHIO, June 3. Strawberry Special to Newark, Ohio, via the Ohio Central Railroad. Scheduled motive power is Grand Trunk Western 4-8-4 6325 westbound and F-units eastbound. For more information contact the Mahoning Valley Railroad Heritage Association, P.O. Box 3055, Youngstown, OH 44511; 800/571-1199; *sales@hopewellvideos.com.*

PHILADELPHIA, PENNSYLVANIA, June 3. Former Reading FP7s 902 and 903 return to main line action on SEPTA's former Reading lines. Trip originates at 30th Street Station. Fare and final details coming. For trip flyer send a SASE to Ticket Agent, Philadelphia Chapter NRHS, P.O. Box 7302, Philadelphia, PA 19101-7302.

SPENCER, NORTH CAROLINA, June 3-4. North Carolina Transportation Museum's annual Rail Days, "Railroading Through the Ages," with two operating steam locomotives, special displays, railroadiana and model train show, telegraph demonstration, family activities and more. For more information contact the North Carolina Transportation Museum Foundation, P.O. Box 44, Spencer, NC 28159; 877-NCTMFUN; *nctrans.org.*

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net*; *www.rrmuseumpa.org*) will hold the following special events at the museum. The museum's regular admission will be charged unless noted. Contact the Friends for full details.

June 3-4, Pennsylvania Railroad Days. Noted rail artists and authors on hand, special lectures, demonstrations and tours.
June 30-July 2, Reading Railroad Days. Special tours, model railroad, oral histories.
August 17-20, Railroad Circus Days. Displays by Circus Model Builders International.
October 28, Halloween Haunting. The railroad museum is transformed into a creepy cavern.
November 12, Trains and Troops showcasing the significant role railroads played in times of defense.

DELTA, PENNSYLVANIA, June 4-25 (Sundays only). 25th Annual Ma & Pa Railroad Month at the Old Line Museum, 602 Main Street, 1:30pm-5pm. Maryland & Pennsylvania memorabilia, models, drawings, photos, discussions, guest speakers and more. Free admission, donations appreciated. For more information call J.E. Murphy at 410/592-7491.

BAKER CITY, OREGON, June 9. Spring photo special on the Sumpter Valley Railroad with 2-8-2 No.19 and Heisler No.3. Numerous quality photo runbys in best light of the day. Trip leaves just before dawn. Cost is $200 per person, capacity limited to 25 people. For more information contact the Sumpter Valley Railroad, P.O. Box 389, Baker City, OR 97814-0389

ORRVILLE, OHIO, June 10. Depot Days sponsored by the Orrville Railroad Heritage Society at the ex-Pennsylvania Railroad Union depot. Railroad memorabilia displays, train rides behind the society's F7 diesel, tours of a modern diesel and a signal tower, Operation Lifesaver, more. For more information contact the Orrville Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm).

CHAMA, NEW MEXICO, June 10-11. Two-day Rio Grande Spectacular on the Cumbres & Toltec Scenic using both K36 and K37 class D&RGW 2-8-2s. Various freight cars on head-end of train, entire train lettered Rio Grande. Numerous photo stops each day. Fare $333 includes two lunches and overnight lodging in Antonito, Colo. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

CALGARY, ALBERTA, June 10-11. Heritage Park Railway Days featuring double-headed 0-6-0s, passenger and freight trains, railroadiana displays, speeder rides and more. For moe information contact Heritage Park Historical Village, 1900 Heritage Drive S.W., Calgary, Alberta, Canada T2V 2X3; 403/259-1900.

CANADIAN NATIONAL 6060 will operate from Stettler, Alberta, on the following dates. Fare will be $60-$70, depending on the trip. For more information contact Alberta Prairie Steam Tours, P.O. Box 1600, Stettler, Alberta, Canada T0C 2L0; 403/742-2811; *www.nucleus.com/Heartland;* e-mail *apsteam@telusplanet.com.*

June 17, to Halkirk, 80 miles round trip.
June 25, to Big Valley, 40 miles round trip.
July 1, to Coronation, 120 miles round trip.
July 2, to Halkirk, 80 miles round trip.
August 24, to Castor, 100 miles round trip.
August 25, to Halkirk, 80 miles round trip.
August 26, to Coronation, 120 miles round trip.
October 15, to Big Valley, 40 miles round trip.

MENDOTA, ILLINOIS, June 17-18. Mendota Railroad Crossing Days at the Union Depot Railroad Museum featuring a gandy dancers' express, railroad swap booths, equipment tours, art displays and more. For information contact the museum at 815/538-3800, visit *www.mendotamuseums.org* or e-mail *dimcc@lsf.net.*

WASHINGTON, D.C., June 17-18. West Virginia Rails motorcoach tour to the Cass Scenic Railroad, *Cheat Mountain Salamander* and *Tygart Valley Flyer.* Shay locomotives on Cass, and a railbus and BL2 on the Durbin & Greenbrier Valley. Fare $175 single occupancy, $139 double occupancy includes bus transportation, lodging and all rail tickets. For an order form or more information contact the Washington D.C. Chapter NRHS at 703/836-0165.

HENRY FORD MUSEUM & GREENFIELD VILLAGE (20900 Oakwood Boulevard, Dearborn, MI 48124; 313/271-1620) will hold the following railroad-oriented special events in 2000 at Greenfield Village. The village is open 9am-5pm daily; admission to Greenfield Village is $15 adults, $14 seniors 62 and over, $9 kids 5-12, under 5 free.

June 17-August 20, Summer Festival celebrating railroads includes the opening of the recreated Detroit, Toledo & Milwaukee roundhouse, railroad related programs

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September 23-24, Railroad Days will allow visitors to experience the lives of those working and traveling on the railroad.

FORT ERIE, ONTARIO, June 18. Father's Day open house at the Fort Erie Railroad Museum. Free admission. For more information phone 905/871-1412.

BOSTON, MASSACHUSETTS, June 18. Day Cape Codder from South Station to Cape Cod. Ride over the Buzzards Bay bridge, Hyannis harbor cruise, more. Fare $65 covers all activities. For more information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

PINE CREEK RAILROAD (P.O. Box 662, Allaire, NJ 07727-0622; 732/938-5524; *http://homestead.juno.com/crawsat/pinecreekrr.htm*) is holding the following special events. Train fare for all events is $2.50 unless otherwise noted. Contact the railroad for more information.

June 18, Machinery Day. Hit and miss engines, tractors and more.

September 10, Annual Railroaders Day. Everything that runs, does. Multiple steam and diesel trains, shop tours, displays, more.

October 14-15, Fall Foliage Express.

November 24-25 and December 2-3, 9-10 and 16-17, Annual Christmas Express with Santa onboard (fare $3.50, advance sales only).

COLTS NECK, NEW JERSEY, June 24-25. Sea Train Excursion sponsored by the United Railroad Historical Society of New Jersey at Naval Weapons Station — Earle each day behind U.S. Navy locomotives, including a ride on the pier into Sandy Hook Bay. Tickets $35, $25 for children. Tickets available only in advance by mail; all orders must be postmarked by June 12 and include a SASE and your phone number. Mail your order to URHS, 112 Hill Top Lane, Neshanic Station, NJ 08853. For more information phone 732/671-9644 (7pm-9:30pm ET).

WASHINGTON, D.C., July 11-16. Travel via private car *Dover Harbor* to the NRHS Convention at Stamford, Conn. Travel between Washington or New York and Stamford one-way or round-trip. New York-Stamford $26 one-way, $39 round trip; Washington-Stamford $219 one-way, $309 round trip. Boarding available at intermediate points between Washington and New York. For information or reservations call the Washington D.C. Chapter NRHS at 301/292-9592 or e-mail *pullmanhb@erols.com.*

MISSOULA, MONTANA, August 3-5. Annual meet of MilWest devoted to the history of Milwaukee Road's Lines West, at the Best Western Grant Creek Inn. Registration $40, additional tours at extra cost. For more information contact Kevin McCray, 6 Park Place, Clancy, MT 59634-9759; *mccray@ixi.net.*

CINCINNATI, OHIO, August 5. Summerail at CUT sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Railroad Show & Sale, tour of Tower A and multi-media slide presentations by Steve Barry, Dale Brown, Terry Chlcwak, John Craft, Kevin Eudaly, Lee Gordon, George Hamlin, Jerry Jordak, Joe McMillan, Mike Schafer, Pat Sweeny, Mike Valentine and Gib Yungblut. Tickets $12 (checks payable to Cincinnati Railroad Club) from Summerail 2000, Paul Ramer, 3381 Robinet Drive, Cincinnati, OH 45238-2119; information from 513/651-RAIL.

BELLOWS FALLS, VERMONT, August 5. Transpo 2000 with rail equipment on display in conjunction with Rockingham Old Home Days. Railroad night photo session with fireworks as a backdrop. Other events include vintage trucks, railroadiana show and other family activities. For more information call the Great Falls Region Chamber of Commerce at 802/463-4280 or visit *www.gfrcc.org.*

BOSTON, MASSACHUSETTS, August 7-20. Ontario Explorer departing South Station, Worcester and Springfield via Amtrak's *Lake Shore Limited* to the Algoma Central and Ontario Northland railroads. All-inclusive coach fares start at $1500 per person double-occupancy. For information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

ROCKVILLE CENTRE, NEW YORK, August 11-12. National Association of Timetable Collectors Convention with a railroadiana show, banquet and auction and tour of Long Island Rail Road's movement bureau. Sunday railroadiana show open to the public, other events require membership. For more information on membership or the convention write NAOTC, P.O. Box 507, Newton, NJ 07860.

REVELSTOKE, BRITISH COLUMBIA, August 18-20. Revelstoke Railway Days with guided photo opportunities, slide show presentations, equipment exhibits and demonstrations and photography competitions. For registration or a schedule of events call 250/837-6060 or 877/837-6060 or e-mail *railway@revelstoke.net.*

PHILADELPHIA, PENNSYLVANIA, August 20. Work trolley excursion on SEPTA's West Philadelphia streetcar routes using air-conditioned Kawasaki No.9000 (celebrating its 20th anniversary) and an orange maintenance PCC. Numerous photo opportunities of both cars. Trip departs Elmwood car barn at 1pm, returns approximately 6pm. Tickets $35 from Wilmington Chapter NRHS. c/o Steve Barry, 117 High Street, Newton, NJ 07860; 973/383-3355 (9am-5pm ET).

CARCROSS, YUKON, September 15-17. White Pass & Yukon Steam Spectacular featuring two steam locomotives, shop tour, mixed train consists and plenty of photo runbys. Fares start at $1145 including air from Vancouver, $845 without air. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

INTERNATIONAL TOURS

ELECTRIC RAILROADERS' ASSOCIATION will be sponsoring a trip to **Hungary and Slovakia** from June 23-July 3. Several charters over electric railways and traction lines are planned in Budapest, Debrecen, Szeged, Miskolc, Kocise and Bratislava. Land arrangements cost $850 per person, doble occupancy. Air fare from Newark, N.J., is $850 per person. For more information contact the Electric Railroaders' Association, c/o Jeffrey B. Erfitz, 93-54 Queens Boulevard, Apt. 3C, Rego Park, NY 11374-1120; 718/275-0853.

SWITZERLAND BY TRAIN — A GRAND TOUR will be sponsored by the B&O Railroad Museum from **July 21-30.** Trip includes trains (steam, diesel and electric), motocoach and lake boats. Fare is $4235 per person. For complete details contactTravel Plans International at 800/323-7600 or the B&O Railroad Museum at 410/752-5389.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *www.trainsunltdtours.com*) is sponsoring the following foreign tours. Write for a free catalog.

Peru, July 23-August 5. Steam, diesel and railcars on 12 charter trains.

Argentina, October 14-21. Baldwin and Henschel 2-8-2s on four charter trains including double-headed photo freight.

Mexico, November 11-19. Copper Canyon train from Nogales.

T-RAIL TOURS (803 Kanuga Drive, West Palm Beach, FL 33407; 561/TEL-TRAK) is sponsoring The Trains of Europe, **September 2-24.** Trip covers ten nations, 70 trains, rail ferries, Rhine voyage. Most nights spent in first class compartments, with some hotels. Fare $2987 includes all transportation (except air fare to Europe), admissions, banquets, 975-page book "The Trains We Rode" and more. Deduct 10% from tour fee for

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WINSLOW, NEW JERSEY, May 7. Great Winslow Junction Scale Train & Railroadiana Meet at the Winslow Fire Hall, Hall and Hay Streets, 10am-3pm. Admission $3, kids under 12 free with adult. Information. Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 (until 9pm).

BOOTH'S CORNER, PENNSYLVANIA, May 7. Bethel Township Fire Company Train Show, 9am-3pm. Admission $3, kids under 12 free with adult. Information: Reece J. Thomas, c/o Bethel Township Fire Company, 3737 Foulk Road, Boothwyn, PA 19061; 610/494-0899 ext.8; *http://members.xoom.com/bthc.*

PHOENIX, ARIZONA, May 20. Everything Railroad Spring Train Show & Swap Meet sponsored by Sahuaro Central Railroad Heritage Preservation Society, Inc., at North Phoenix Baptist Church, 5757 North Central Avenue, 10am-4pm. Admission $4, kids 12 and under free with adult. Information: Ellie Barbieri at 602/494-7430; *ellieb0440@aol.com.*

STROUDSBURG, PENNSYLVANIA, May 21. Great Stroudsburg Train Show sponsored by the Pocono Mountains Chapter NRHS at Stroudsburg High School, 1100 West Main Street (I-80 exit 48), 9am-3pm. Admission $3.50, kids free with adult. Information: John A. Lutz, Train Show Chairman, 39 Kinney Avenue, Mount Pocono, PA 18344; 570/894-3338.

ALBUQUERQUE, NEW MEXICO, May 21. Albuquerque Railroad Fair sponsored by Golden Spike Enterprises, Inc., at the New Mexico State Fairgrounds, Manuel Lujan Exhibit Hall, 9am-5pm. Admission $4, kids under 12 free. Information: Bryan Moseley, P.O. Box 6583, Albuquerque, NM 87197-6583; 505/345-0657; *mossman56@aol.com.*

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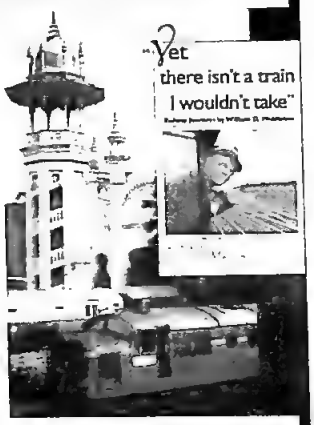

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Letters from readers

Words from the Next Generation

I just wanted to say that I thoroughly enjoyed reading Jim Boyd's CAMERA BAG column about "The Next Generation" in the March 2000 issue of RAILFAN & RAILROAD. I'm only 18 years old, and this particular column really hit home for me.

There have been some times when I myself lament about what I have missed. My hometown was on the old Katy main line, and I began to take train pictures shortly after that railroad was "Armour Yellow-fied." Even after the Katy's disappearance, several "big names" have fallen. In the case of Illinois Central, I saw my first (and last!) IC train just a couple of weeks before the merger with Canadian National took effect.

Railroading, just like any other facet of life, is invariably full of change. However, this change can be dealt with in two different ways— we can lament endlessly about the loss of the past, or we may embrace change and look boldly forward to what tomorrow will bring. Preservation of the past is important, but the past can never be truly resurrected. If every former Katy line and locomotive reverted back to its pre-1988 status, it still wouldn't be the same as the original.

What icons are there for young railfans like me? I have a few ideas. As far as locomotives go, I vote for the SD40-2 and widecabs. In the case of the '40s, there seems to be another one rebuilt for service evry other day, keeping "flares" and tunnel motors in operation long after they would otherwise. Widecabs, on the other hand, represent the newest and best that larger systems have to offer, but even some of the older widecab units are reaching their "decade of service" milestone.

Perhaps the biggest draw of railfanning in general I see today, at least on Class I's, is that there is often no telling what will show up. Between trackage rights, mergers, run-throughs and locomotive leasing, the variety of power that one can see in any given location seems to be astronomical. I recently happened to see a BNSF train, with a solid set of KCS power, operating over trackage rights on UP. Thank

R&R WELCOMES letters from readers. Send letters to the editor to RAILFAN & RAILROAD, FANMAIL, P.O. Box 700, Newton, NJ 07860, or via e-mail: *steveb@railfan.com*. We reserve the right to edit for space and style.

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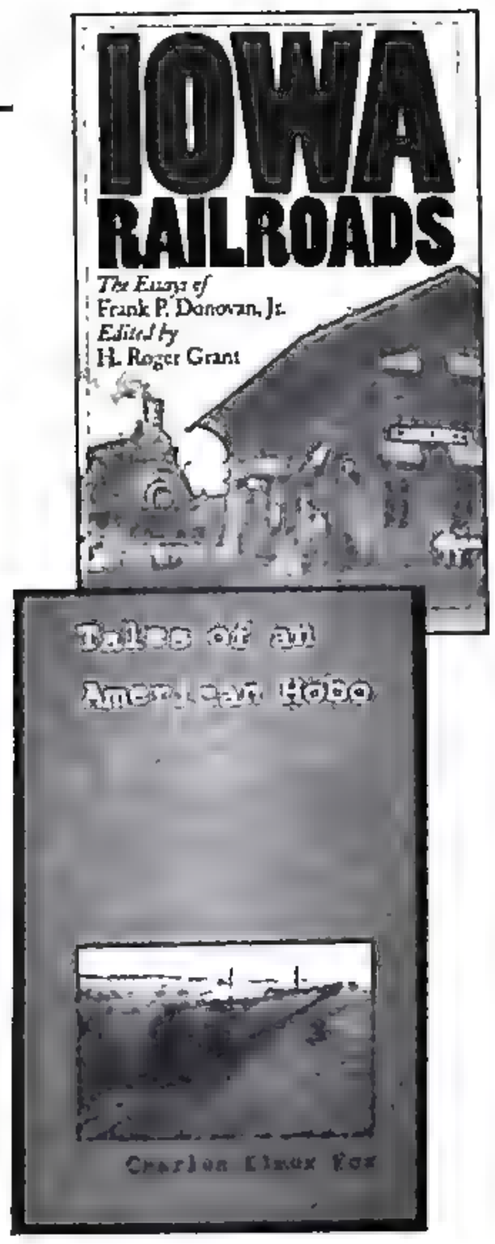

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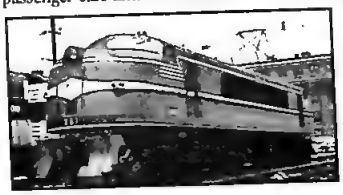

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goodness I had my camera!

I know not what the future may bring for railroading, but whatever it does I hope to be there with my camera (perhaps digital in the future?) taking pictures to preserve it. Time marches on, and someday the idea of shooting Dash 9s on 35mm Kodachrome may seem dated and quaint. Then it will be my turn to talk about "back in *my* day. . . ."

JOSHUA CHLAPEK
VIA E-MAIL

Erie-sistable

I had to write and tell you of the heartfelt joy I experienced when I saw the photo on the cover of the March 2000 R&R. I was flooded with childhood memories as the location of your cover shot is a mere 50 yards west of where I cut my railfanning teeth in the early 1970s!

My first job in high school was working at Mazda of Erie as a car-lot porter. I would spend my lunch hour going across Buffalo Road to Catrabone's Hobby Shop to buy my favorite Hostess pastry and a soda. I'd then hot-foot it three blocks south, cut through a trailer park and be at the tracks for an hour of absolute joy.

What Erie missed in scenery and weather, it more than made up for in subject matter. My favorite subject was the old Nickel Plate speedway as shown on the cover. From my vantage point, I could see the signal alerting me to arriving trains. I think it was the 39-foot track sections, single-track operations, former NKP locomotives and SD45s running long end forward kicking up a blizzard of snow in the wake of their auto parts trains that inspired me the most. Or it may have been one of my first cab visits to a Southern Pacific U33C leading a Norfolk & Western manifest that was in the "hole" waiting for a westbound freight. I remember listening to the engineer cuss out and shake his fist at the adjacent GE plant for a poor quality product, not caring to have the big boat on lead.

I spent so much time at my railfanning perch, that I constructed a stairway using halves of discarded ties for the risers just east of the signal shown on R&R's cover shot. This aided in my frequent runs down the embankment of the N&W tracks to the PC when I saw the signals aglow on NYC's former four-track main line. The most memorable trains on this line for me were when the *Freedom Train* passed by, the frequent parade of F-units in deplorable condition and seeing three Erie Lackawanna E8s struggling with a coal train with a burned out headlight on the lead unit.

General Electric was busy building E60s and P30s for Amtrak when I began shooting pictures with my trusty Kodak Instamatic and Wolinsak 8mm-movie camera. GE gave me a constant flow of things to shoot from new U23s for Texas Utilities, U18Bs for Maine Central to U36Bs for *Auto Train*, in addition to the trade-in locomotives. What a sacred gathering site for Conrail power from all points of the map was Erie!

Thanks for the memories and the well-written article. It'll always be held in a special place near my heart as a tribute to my early railfan days. By the way, those memories you provided are *Erie-placeable.*

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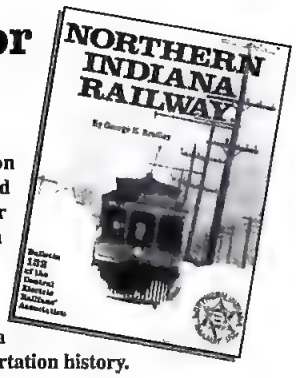

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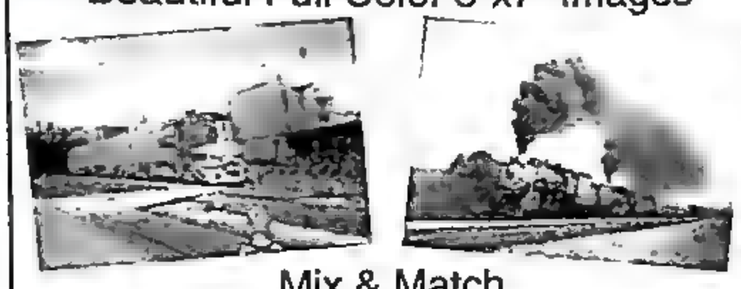

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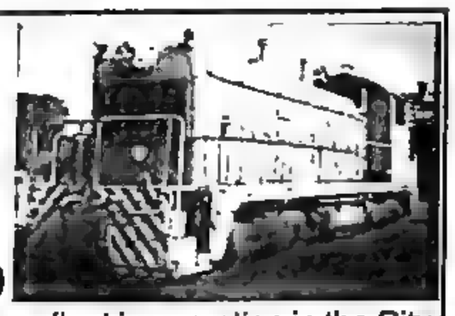

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Drury On Board

Commentary

by GEORGE H. DRURY

Games Railfans Play

IN THE 1960s, there appeared a book titled *Games People Play*. The author, Eric Berne, analyzed human behavior as a series of games. The games were characterized by catchy names like "Now I've Got You, You B---rd." Berne concerned himself mostly with ordinary interpersonal relations. I don't think he ever went out railfanning. He'd have found material for another volume.

The most common railfan game is Shoot 'Em Up. In its simplest form it consists of loading up the camera, standing at trackside, and clicking the shutter when a train comes along. It can become complicated with timetables (so the player has some idea when a train might come along), scanners (so the player can listen to the conversation of crew members of some train somewhere else and maybe figure out when he'll see that train or maybe a different one), and sophisticated photographic apparatus (so the player can have the wrong lens on the camera or the wrong film in it when the train appears).

Shoot 'Em Up is easiest with one player. Two players means that they both get the same shot, or one of them has a chance of getting the other in his photo, unless the playing field has trees or buildings that can shield the forward player from the rear one. With three or more players, the photos are more likely to be of other players than of trains. That tends to change the object of the game. I know a bunch of guys who go out shooting together and take more pictures of each other waiting for the trains than they do of the trains. Then a week later when the yellow boxes come back, they get together and show all the slides to each other.

More than four players turns Shoot 'Em Up into Photo Line, which requires a referee, and results in everyone getting pretty much the same photo, except for the one guy down front, who thinks that little bush is really going to conceal him, and those who take pictures of the line of photographers. The photo of the photo line is good for a laugh at Show And Tell time in the office next week.

Without a camera, Shoot 'Em Up turns into Just Watching, which can be a solo game — sitting on a baggage cart at the station, for example — or a group effort. It can be group solitaire, too. Almost any Saturday or Sunday afternoon at the Waterford Avenue Crossing on Milwaukee's south side, you can find three or four guys, each sitting in his own car, waiting for the Amtrak trains and a CP freight or two. Once in a while one of the guys will get out of his car and go talk to one of the others. When the trains come, they just watch them. (I used to play Just Watching when I was a poverty-stricken graduate student and couldn't afford film.)

A variation on Shoot 'Em Up is Get 'Em All. The object is to take (or accumulate) pictures of all the locomotives of a railroad or all the locomotives in a particular class. That's Part 1. In Part 2 the player who is "It" (to use game terminology) entices other players into his basement or slide room, plies them with enough beer so they'll be a menace on the highway if they leave immediately, and says, "Wanna see my pictures of BN SD40s?" In numerical order. Both sides. There's not much the other players can do, except maybe whip out some yellow boxes full of pictures of SP 2-6-0s. In numerical order. Both sides.

Shoot 'Em Up is a stationary game. Dedicated players have been known to bring lawn chairs and even a book to read. The best place to watch the lawn-chair version of Shoot 'Em Up is at Tehachapi Loop in California. The opposite of Lawn Chair Shoot 'Em Up is Cut To The Chase. This is characterized by alternate periods of standing at trackside and driving. Players take a picture of the oncoming train (dozens of pictures if they have a motor-drive Nikon), pile back in the car, drive like mad to get ahead of the train, stop and repeat the process. Obviously this is practical for some railroad lines and not for others.

It's futile on the Burlington Northern & Santa Fe across New Mexico and Arizona and the Union Pacific across Nebraska and Wyoming. It's quite easy, if dull, on the grain-gathering branches of the Upper Midwest. A degree of uncertainty comes into the game when the road and the track are out of sight of each other. Are we ahead of the train? Did it get ahead of us? Has it stopped somewhere? A combination of flat country and smoking Alco diesels or a steam locomotive is the best way to combat the uncertainty.

Back in the 1960s there was a game called Merger. The players sat around, and one said, "Let's put Union Pacific and Southern Pacific together," and another countered with, "Then Burlington Northern gets Rio Grande and Western Pacific." The discussion almost always stopped with the Kansas City Southern unallocated. The game began with the Interstate Commerce Commission in the 1920s, but no one has played the "funsies" version much since the real railroads started playing "keepsies," and Union Pacific went after Western Pacific.

Then there's Rare Mileage. You scan the excursion and special train announcements in the magazine, fly to some distant place, ride a train for a day or two on a line that has not had scheduled passenger service in decades, fly home and color another line on your map. Mileage collectors set up rules, which differ depending on who is stating them. For example, you have to ride the line in daylight, you have to ride in both directions, you have to be on the front of the engine as the train approaches the end of the track, you must ride a genuine train and not a hi-rail truck, your miles expire after [your number here] years, or you have to be awake while riding (that disqualifies some guys I know).

In its past tense, Rare Mileage is called Can You Top This? You listen to others tell of rare mileage, then you say, "Well, I rode through the Hoosac Tunnel behind electric power, in the Pullman sleeping car of the *Minute Man*." (I've been told that this doesn't count, because my mother told me I did it and I didn't get photos.) The first player doesn't stand a chance.

Videos

Reviews of new releases

Change in the Tehachapis: BNSF's Mojave Sub

Highball Productions, P.O. Box 90046, Tucson, AZ 85752-0046, 800/345-6985; 120 minutes, $35.95 plus $3.50 shipping.

Few readers of this magazine have not heard of California's famous railroad hot spot over the Tehachapi Mountains. Over the years the track has remained about the same, minus a few tunnels and changes brought about by earthquakes and such, and the traffic is as busy as ever. Perhaps the biggest changes are in the motive power of residents BNSF and UP, (Sante Fe and Southern Pacific for the old guard). This contemporary tape provides us a survey look at today's operations as we progress from Mojave to Sand Cut, just south of Bakersfield.

This tape was shot during the ultimate time to visit — April — when the Tehachapi hills are green, the flowers and sun out, and the atmosphere clear. We first spend a fair amount of time along the basically straight, and hence somewhat boring, desert line between Barstow and Mojave before we venture into the more scenic mountainous areas, with the accompanying curves, tunnels and grades. There is extensive use of long telephoto and follow zooms throughout the tape, some very tight (hence omitting some of the scenery), but the telephoto effect can also be quite good when it brings up the distant hills and their shadows late or early in the day. There is limited narration, with the trains speaking for themselves. Many of the traditional spots are covered (Cable, Marcel, the loop at Walong of course, Sand Cut) as well as some others not often visited, such as Cliff. Some locations you might expect to see are not visited, and sometimes the style of shooting inhibits taking in the full grandeur of the scenery. Generally, we stay at one spot for several trains. The camera technique at the Loop is quite good, and also at Cable with the various "S" curves. There are meets and plenty of big, modern, six-axle power to view in many paint schemes, including the Heritage series. Several cameo appearances are made by UP's DD40X 6936, which is seen pulling an employee appreciation special to and fro.

This is a technically sound tape, sharp and with excellent sound. For those of you who like to watch the locomotives roll by, covered in a traditional, railfan, runby video format, this tape is a good candidate for you. — *Tom Kelcec*

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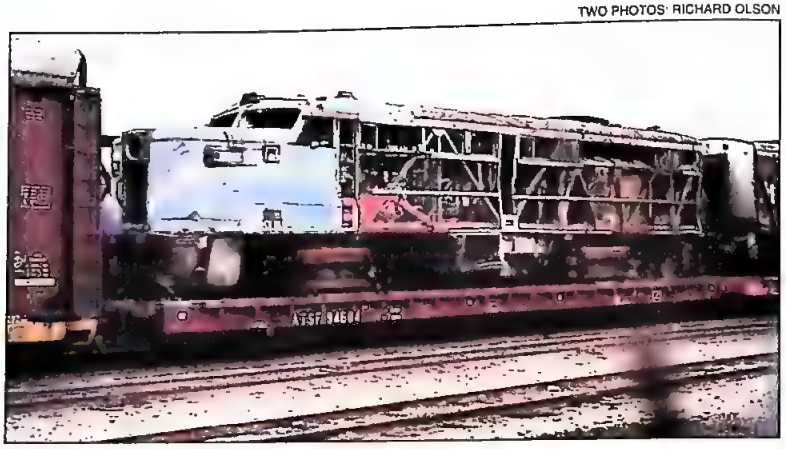
News-feature

TWO PHOTOS: RICHARD OLSON



TWO SURVIVING ALCO PA's *were in the BNSF yard at Phoenix, Arizona, on February 24, 2000. The pair were en route from Mexico to Portland, Oregon. The pair are former Delaware & Hudson 16 (**above**) and D&H 18 (**below**), originally Santa Fe 59L and 62L.*

North of the border (at last)

TWO OF THE FINAL SURVIVING FOUR ALCO PA's have returned to American soil. The two, former Delaware & Hudson 16 and 18 (originally Santa Fe 59L and 62 L respectively) were interchanged from Union Pacific to BNSF at Phoenix, Arizona, where they had arrived at about 9:00 p.m. on Wednesday, February 23, 2000. By noon on the 24th they were heading north via BNSF. The classic cab units are now the property of the Smithsonian Institution and are on their way to Oregon where they will be evaluated by Doyle McCormack of Daylight Locomotive & Machine and William Withuhn of the Smithsonian. Unless there are compelling mechanical reasons to do otherwise, the plan is to retain the 16 for the Smithsonian and swap the hulk of the 18 to McCormack for a pair of Commonwealth A1A passenger trucks to put under the 16. The end result will be one unit owned by the Smithsonian and the other by McCormack.

Neither PA has its diesel engine or electrical equipment intact, but McCormack intends to restore at least one of them to operable ondition using the 251 engine and electrical equipment from British Columbia Railway M420B 688, which was externally damaged in a wreck but sustained little damage to its interior equipment. The non-powered Smithsonian unit will be cosmetically restored to its Santa Fe warbonnet livery, while McCormack intends to initially paint his unit as Nickel Plate "Bluebird" 190. Since there are severe logistical problems in installing even an empty PA carbody at the Smithsonian Institution in Washington, D.C., the future of the Smithsonian unit has not been determined, and the options range from keeping it in an operable set with McCormack's unit or making it a "roaming" Smithsonian display while its permanent future can be studied.

The D&H 16 and 18 were sold to the National Railways of Mexico (NdeM) in 1978 along with sister units 17 and 19 (Santa Fe 60L and 54B/66L), both of which are now in the museum at Puebla, Mexico. After going to Mexico, the 16 and 18 were involved in serious wrecks and fires which left them derelict hulks, and their trucks were salvaged and ultimately scrapped. The "new" trucks will come from Smiths Falls, Ontario, where they were under Fairbanks-Morse ex-Pennsylvania Railroad Erie-Built B-units that had been power for a rail welding outfit. —*JIM BOYD AND RICHARD OLSON*

Here we have two 16mm public relations films produced by the Western Pacific back in the 1950s. The print of the first has some bad scratches early on, but the rest of it and the second movie are in very good shape, with good transfers of images and sound.

"Destination America" has us follow a potential new employee as he learns what makes the railroad tick via local visits to Bay area WP facilities and a system-wide trip from Oakland to Salt Lake City. We see F7s on freight, various freight rolling stock (including special damage-suppression features of boxcars), the loading and icing of reefers, the CTC board and interior of the locomotive shops at Sacramento and a number of trackside, on train and aerial views in Feather River Canyon including Keddie, of course. Proceeding across Nevada, we see the Elko CTC board, local switching, the station environs of several of the small towns en route, and finally arrive at Roper Yard in SLC. Check out the lady in dress and heels checking on a car number.

"Railroading with Safety" is as suitable for viewing today as 50 years ago. It is an educational film explaining a variety of rules to train crews. There are shots of trains sprinkled throughout, including cab rides through Feather River Canyon, caboose rides across Nevada, picking up orders on the fly, car ferry operations in Oakland and so on. But the majority of the film describes proper safety procedures, ranging from what *all* of the signal aspects mean and what to do about them, to track and time clearances, to how to communicate with the dispatcher, to exceptions when signals are out, to brake tests and so on. Good lessons then, good lessons now.

Two brief interludes are 1952 radio commercials for the WP. Short but catchy.

I have not seen these movies before and find them both highly worthwhile for students of the WP, its operating practices, and equipment. Fans of 1950s era railroading will enjoy them, too, for the vintage views of rolling stock. — *TOM KELCEC*

North to the Yukon

Catenary Video Productions, 22-D Hollywood Ave., Ho-Ho-Kus, NJ 07423, 800/343-5540; 50 minutes, $29.95 plus $4.00 shipping. CA residents add 8.25% sales tax.

While I have yet to make the Inside Passage trip — from Vancouver, Canada to Skagway, Alaska, then on towards the Yukon via the White Pass & Yukon Railway — myself, the journey comes highly recommended for its awesome scenic beauty. This video is essentially a 16mm color film look at this intermodal trip in the early1950's, with a little Gold Rush history and footage thrown in for good measure. We are treated to a lot of coverage of the

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RAILROAD AVENUE ENTERPRISES

Canadian Pacific's passenger ships, the WP&Y in steam (with some diesel) and, perhaps rarest of them all, a journey along the Yukon River using a classic, woodburning, Mississippi River-type steamboat.

Our first detailed coverage, via riding and chasing, is of the open sightseeing car on Vancouver's trolley line, complete with theater seating. Quickly moving on to maritime operations, we are introduced via a map and some B&W footage, then ride the *Princess Kathleen* northbound. There are shots from and of this handsome pocket liner as well as others in CP's fleet as we put in at various ports of call. WP&Y steam and four Pullman green, East Broad Top/Durango & Silverton-type cars meet us at the dock at Skagway. After a tourist look at the town, and rare 1899 movies of the Gold Rush, we are off with engine No.40.

There are numerous shots from and of the train running up the four-percent grade, composited from separate trips. Later, No.71 heads a passenger train downgrade along the cliffs and trestles. There are various shots of Bennett station and along the lake of the same name. We are referred to a map, when appropriate, to track our travels, as well as good narration to explain the history of the line and operations. Upon arrival at Carcross, we take a nice ride on the lake, then resume via train to Whitehorse.

WP&Y coverage ends with some diesel shots and rare footage of a steam rotary in action, pushed by three steam engines. The tape ends with a look mostly at the sternwheeler *Casca*, the largest of them all in these parts, on its 400-mile trek up to Dawson City. If we had Kodachrome during the height of the Mississippi Riverboat days, this is what it would look like. The currents are so strong at one point that a winch is used to pull the boat upriver. Most fascinating.

Released on this 100th anniversary of the WP&Y Route, this tape is a very nice compilation of historical footage. The original film, shot mostly by one person and at times looking very much like public relations footage, has been very well transferred. It is typically sharp with good color, although there are a few dark scenes in the rain and clouds. The dubbed sound is quite good, and the narration, with maps, most informative. This tape brings to us coverage not heretofore commercially available. I would think it quite enjoyable viewing for railfans, tourists, and maritime fans, especially those contemplating this trip to our 50th state, or wishing to compare "then" versus "now." — *TOM KELCEC*

San Diego's Trolleys

Valhalla Video Productions, 1100 Irvine Blvd. Suite 325, Tustin, CA 92780-3529, 888/843-3698; 55 minutes, $21.95 plus $3.20 shipping. CA residents add 8.25% sales tax.

These are the new, red light rail trolleys, built by Siemens, not the old-style trolleys most of us think of when one mentions the word. Both the Blue Line (from Mission Valley to San Ysidro/Tijuana) and the Orange Line to Santee, totaling 47 miles of 600-volt D.C. rail line, are covered. This

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program is made up primarily of runbys and engineer's eye views as we view what seems to be every inch of right-of-way. We visit the primary stations en-route, learn about the reasons for the location of the right-of-way, run for a long time at 55 miles an hour down to the Mexican border sitting next to the engineer on scenically uninteresting trackage, and visit the trolley shops briefly.

There is street running, elevated track running, and shots everywhere else and of most stations. Many of non-station locations are identified so one could go there if the spirit so moves you. The number of runbys seems almost infinite; but, for numerous reasons not the fault of the producer, for me they blended at times into a monotonous compilation of similar shots. Image quality and audio are overall good. There is no narration at times.

This is a purpose-made tape for a targeted audience. Fans of or professionals in light rail, including construction and urban/transit planners, would enjoy the detailed coverage which highlight many right-of-way design elements, architectural concepts, etc. For the average viewer, this concentration of identical subject matter may be a little too long, but the choice is yours. — *Tom Kelcec*

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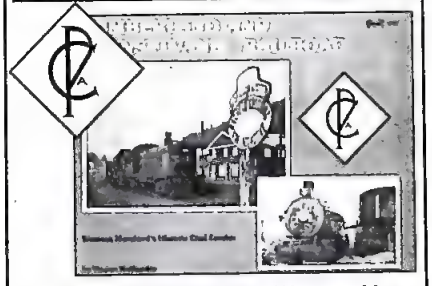

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Pulling Down the Past At Liberty Street

Documenting change as it happens along the railroad

Article and photography by Jay Potter

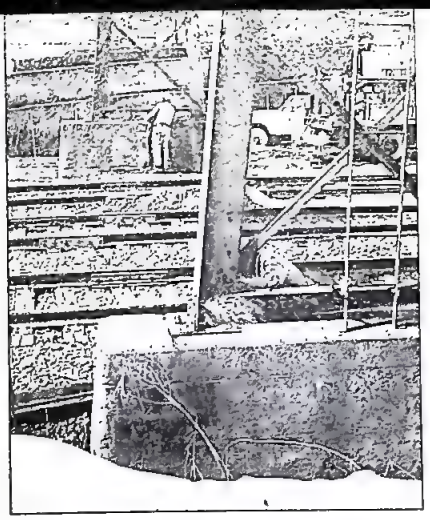
ONE PURPOSE of photography is the recording of changes, and this seems to be particularly true in railroad photography because of the frequency of change within the industry.

Typically, we use "before and after" photos to record changes, but occasionally good fortune allows us to photograph a change as it takes place. This is what occurred March 17, 1999, in Grafton, West Virginia, at Liberty Street, which is MP 281.1 on CSX Transportation's Mountain Subdivision.

Two days earlier, at 8:59 a.m. on March 15th, the railroad officially retired a number of signals in the Grafton area, including the three westward color-position signals on the triple-track signal bridge at Liberty Street. This was one of the final stages of a Grafton-area track and signal realignment project that had begun the previous August and would end with the April 2nd closure of Grafton's D Tower, located approximately one mile east of Liberty Street. Included within the project was the removal of all three of Grafton's Baltimore & Ohio-era triple-track signal bridges, which were located at East Grafton, Berkeley Run Junction and Liberty Street. The first two were removed on March 1st and March 16th, respectively. This left only the Liberty Street bridge still standing on the morning of March 17th.

Of the three bridges, Liberty Street had always been the most visible symbol of the B&O era since it stood beside a grade crossing in a residential area, whereas the other two were

DOCUMENTING A SLICE OF RAIL HISTORY is what photographer Jay Potter set out to do on March 17, 1999, when the Liberty Street signal bridge in Grafton, West Virginia, was being dismantled. The last train to pass under the doomed signal bridge was CSX freight Q316 heading east at 11:48 a.m. (above). **With trains out of the way, the hook moved in to bring the bridge down** (below).



located on less accessible segments of the right-of-way. The bridge was a landmark in Grafton for over 60 years, having been erected during the 1935-'37 project that relocated the eastern portion of the Grafton & Belington Branch, the precursor of today's Cowen Subdivision, in conjunction with the 1934-'38 construction of the Tygart River Dam, which drains an area of 1184 square miles south of Grafton.

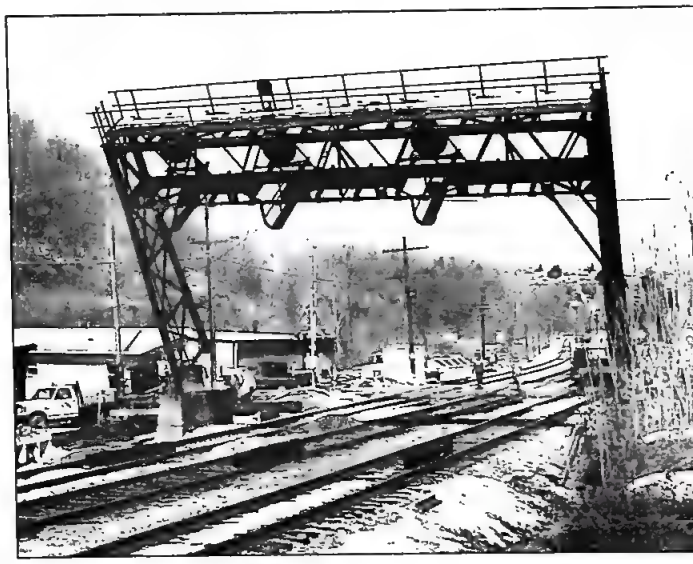
The bridge spanned three tracks. The center track, B1N, is the Mountain Subdivision main track. The tracks on either side, B2N on the east side and PS1 on the west side, are staging tracks for coal trains. A half mile to the west, at Berkeley Run Junction, the three tracks become (from west to east) the No.1 and No.2 Main Tracks of the Bridgeport Subdivision and the Main Track of the Cowen Subdivision.

Over the years, the bridge's signals looked down upon an enormous volume and wide variety of traffic. More coal originated on the Cowen Subdivision than on any other B&O line. The Bridgeport line, which was a segment of B&O's Cumberland-to-St. Louis main line, carried passenger trains until October 1981 and trailer trains until July 1985, when it lost its status as a main line.

Final preparations for dropping the bridge began at 8:00 a.m. on March 17th. However, it was not pulled down until 12:49 p.m., because five trains had to pass before the tracks could be blocked by the fallen bridge. In between trains and after the last one passed at 11:48 a.m., the engineering and train control crews worked through their preliminary steps for dropping a signal bridge. The height of the bridge was measured horizontally along the tracks to the west and timbers were placed on the ground there to absorb the impact of the falling bridge so it would not damage the rails. A track crane was positioned to the west and its cable was attached to the bridge. When the engineer who had attached the cable was safely off the bridge, welders cut through the 1.25-inch bolt that secured each of its eastern legs to a concrete abutment. They then cut part way through each of the western legs so the metal would bend when the crane pulled the top of the bridge toward the west. At 12:49 p.m. the crane put tension on its cable and, after preparations that had lasted for almost five hours, the bridge toppled over with almost anticlimactic ease and ended up as a mangled expanse of metal draped across the right-of-way.

The fact that Grafton, West Virginia now has one less railroad signal bridge does not make much difference in the greater scheme of things. There are people, however, who noticed the change. On the bridge's final morning, an elderly gentleman who lived nearby and had seen the activity around the bridge walked over and asked if it was being torn down. He said that he could remember, as a child in the 1930s, watching the bridge being erected. Although he did not say much about the six decades that had passed for him and the bridge since then, it was obvious that those years were on his mind. He lost a bit of the past on March 17, 1999.

And so did Grafton.



IN PREPARATION FOR THE DROP, workers cut completely through the eastern legs of the signal bridge and part way through the western legs so the metal would bend when the structure was pulled to the west (top). **The crane's cable was then attached to the top of the signal bridge and, almost effortlessly, the 60-year old landmark toppled** (above). **All that was left was a tangled mess over the CSX main line when the task was complete** (left). **This little bit of history (for both CSX and the town of Grafton) will always be preserved, thanks to the efforts of photographer Potter.**

Amtrak

MAJOR GROWTH PLANNED: On February 28, 1999, just after presenting the plan to President Clinton, Amtrak's board released the results of its "Market-Based Network Analysis," announcing a series of initiatives that will result in major expansion of its rail passenger network over the next two years — expansion that, the railroad says, will help it reach the Congressionally-mandated goal of operational self-sufficiency by 2003. Increasing revenue from the mail and express portions of Amtrak's business plays a key role in the expansion plan, which includes frequency additions, several re-routes and entire new trains. The changes will be instituted over the next two years, with some expected to begin as early as the next timetable change in late May.

The "Network Growth Strategy" represents a major shift in Amtrak's business strategy, which in the past had always been to cut routes and reduce service in order to trim costs. But attempting to cut its way to prosperity has never worked, says Amtrak president George Warrington, "The amount of revenue we lost exceeded the amount we saved."

Planned system changes include:

A new section of the New York-New Orleans *Crescent* which will split at Meridian, Mississippi, and run via the Kansas City Southern to Dallas/Fort Worth, serving Jackson and Vicksburg in Mississippi, and Monroe and Shreveport in Louisiana.

Increasing the *Sunset Limited*'s frequency to daily and rerouting it off of the former Southern Pacific Sunset Route in Texas between Houston and El Paso, instead using a more populous, northerly route through Dallas/Fort Worth. The change will add service to Abilene and Odessa, among others, while discontinuing service to Del Rio, Sanderson and Alpine. Fort Worth becomes a new Southwest hub, served by the *Sunset*, the *Eagle*, the *Heartland Flyer* and the new leg of the *Crescent*.

The Chicago-San Antonio *Texas Eagle* will become a daily train, with its through cars to Los Angeles switched out to the *Sunset* at Fort Worth instead of the current San Antonio. In addition, a new train to be called the *Aztec Eagle* will connect San Antonio with Monterrey, Mexico, via Laredo, Texas, and Nueva Laredo, Mexico. (This returns Amtrak service to the Mexican border for the first time since the *Inter-American* became the *Eagle* in 1981 and dropped the San Antonio-Laredo leg, and represents the first time it will actually cross the border.) Daily service on the *Texas Eagle* is expected to begin May 21st.

The New York-Florida *Silver* service trains (the *Meteor, Star* and *Palm*) will undergo major restructuring, with all trains again split into Miami and Tampa sections at Jacksonville. The Miami sections of two trains will run via the Florida East Coast, adding Amtrak service for the first time to St. Augustine, Daytona Beach, Titusville, Melbourne and Fort Pierce before rejoining the current route into Miami at West Palm Beach. The third Miami section will continue service on the inland route via Dade City, Wildwood, Ocala and Waldo, as will one of the Tampa sections. Orlando will be served by the Tampa sections of the other two trains, using the route through Palatka, Deland, Sanford and Winter Park. In addition, the *Meteor* will be extended to and from Boston (using the Inland Route via Hartford, Connecticut, and Springfield, Massachusetts), providing direct service to Florida from New England.

Several changes and additions to Amtrak's Wisconsin service are planned. One current *Hiawatha Service* round trip on the Chicago-Milwaukee corridor will be extended north to Fond du Lac, via the Wisconsin Central, while a new Chicago-Janesville train will be added, serving the resort Lake Geneva resort area with a stop at Walworth. The Janesville train will use Metra's Milwaukee District/North Line to Fox Lake, then the Wisconsin & Southern into Janesville.

A new Chicago-Des Moines overnight train will begin, operating via Metra's Milwaukee District/West Line line to Elgin, Illinois, then over I&M Rail Link's former Milwaukee Road trackage through Savanna, Illinois, to Davenport, Iowa, then the Iowa Interstate's ex-Rock Island main line through Iowa City, Grinnell, Newton and Des Moines.

The Michigan corridor service will see a restructuring, with one daily round trip on the Chicago-to-Detroit/Pontiac line diverted to Toledo via Dearborn (likely to connect with the new *Manhattan Limited*; see below). In addition, the Chicago-Toronto *International* will be re-routed to serve cities on the Michigan corridor (including Jackson, Ann Arbor and Dearborn, but missing Detroit). Currently, the *International* leaves the corridor at Battle Creek, running via East Lansing, Durand, Flint, Lapeer and Port Huron, all of which will lose Amtrak service with the re-route. New stops on the Canadian side are currently in discussion with VIA, Amtrak's partner in operating the *International*.

Two new train choices will be offered to Chicago-New York travelers, in addition to the current *Lake Shore Limited* and *Three Rivers*. The *Manhattan Limited*, operating via Philadelphia, Pittsburgh, Alliance (Ohio), Cleveland and Toledo, will provide an overnight train between New York and Pittsburgh, and will use an all-Norfolk Southern routing to Chicago after leaving Amtrak trackage at Harrisburg, Pennsylvania. The second new addition is the *Twilight Limited* (not to be confused with the Boston-Newport News *Twilight Shoreliner*), which extends a pair of New York-Niagara Falls *Empire Service* trains across Ontario to join the Michigan corridor at Dearborn, serving Ann Arbor, Jackson, Battle Creek, Kalamazoo and Niles, Michigan, on the way to and from Chicago.

A new, limited-stop luxury train running between New York and Los Angeles via Pittsburgh and Albuquerque (most likely run in partnership with a high-end tour operator) is also proposed, as is extension of the *Kentucky Cardinal* into Louisville then onward to Nashville, Tennessee.

To equip the new trains, Amtrak has begun to rehabilitate 45 locomotives (mostly F40s previously stored at the Beech Grove, Indiana, shops), and plans to repair and reactiviate a significant number of wreck-damaged Superliners. In addition, with new trainsets coming on line for *Pacific Surfliner* (formerly *San Diegan*) and *Acela High Speed* service, a batch of Amfleet and Horizon cars will become available for other purposes. The railroad also plans to acquire 4000 additional mail and express cars for the new business.

REGIONALS

St. Lawrence & Hudson

ANOTHER ISLANDER: Having reached a trackage rights agreement with CSX, Canadian Pacific's St. Lawrence & Hudson is the latest railroad to run freight trains directly to Long Island. Hudson line trains Nos. 274 and 275 now connect with the Island's contract freight carrier, New York & Atlantic, at Fresh Pond Junction in Queens, allowing them to by-pass CSX's congested Oak Point Yard in the Bronx. Previously, the traffic was handed off to CSX at Oak Point for forwarding to NY&A. The first 274 arrived at Fresh Pond on March 7th.

Montana Rail Link

GAS LOCAL GOES ON: In mid-February, Yellowstone Pipeline withdrew its plan to build a new pipeline between Missoula and Thompson Falls, Montana, announcing that it would instead continue to haul its petroleum products between those points on unit tank trains operated by Montana Rail Link. For 45 years, YPL's pipeline has carried fuel from refineries at Billings, Montana, west to Spokane and Moses Lake, Washington, but a series of leaks prompted the Confederated Salish and Kootenai tribes to deny the renewal of YPL's permit to operate across tribal land in 1995, effectively cutting the pipeline in half. To bridge the gap, YPL in 1996 began running the dedicated tank train service with MRL. Dubbed the "Gas Local," the daily train was filled in Helena and operated west to Thompson Falls, where the cargo was transferred back into the pipeline. A new loading site opened in Missoula in 1998, shortening the train's trip, but the plans to build the new pipeline along the Clark Fork River met resistance from the U.S. Forest Service and environmental interests, so the Gas Local will continue. — *BRUCE KELLY*

NEWS CORRECTION: The photo caption titled "Heading for Home" on **page 29** of the April 2000 issue mis-identified the builder of the SD90MAC. The locomotives are General Motors products, not General Electric.

Railnews

This month's top stories and photos

BRUCE KELLY

More Gas for MRL

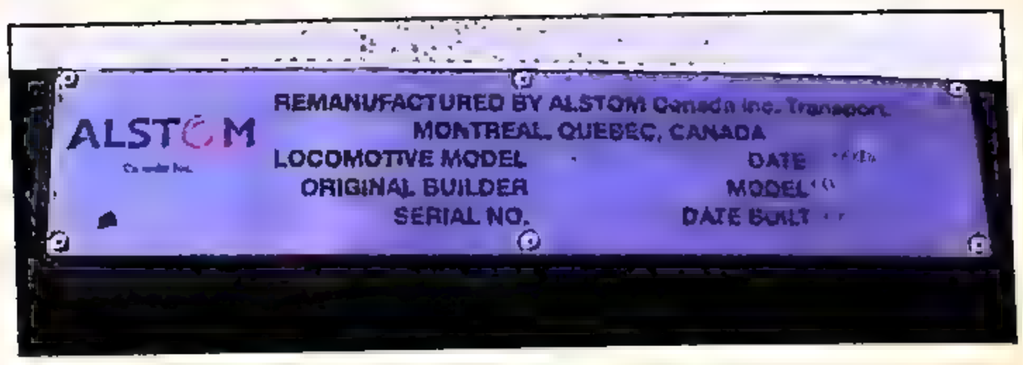
Montana Rail Link will continue to run the Missoula-Thompson Falls unit tank train "Gas Local" for the Yellowstone Pipeline Company. Yellowstone had planned to build a new pipeline between the two towns for its petroleum products, but met strong local resistance and has withdrawn the proposal. No.651, one of the railroad's two SD19-1s (rebuilt from SD9s), leads the Gas Local past semaphore No.2086 between Donlan and Quinns, Montana, on August 3, 1998. See story **page 26** for more.

VINCENT REH

GMD1s Go South

At least some of the Canadian National GMD1s described in the recent R&R feature, "Twilight of the GMD1" (July 1999, page 36), have found a new life in Cuba. Twelve of the AlA-trucked units have been put to work hauling local passenger trains on the Cuban National Railways. Two of the units are seen in a power-balancing move at Santa Clara in January 2000, with freshly painted No.51203 pushing sister 1140 and a pair of Russian-built T3114K diesels into the station.

TWO PHOTOS: MIKE DEL VECCHIO



FURX Leasers Released

Alstom has been turning out a group of 50 remanufactured SD40-2s for leasing firm First Union Rail. Rebuilt from SD40s and SD40-2s of various parentage (including Canadian Pacific, Soo, EMD leasers and Dakota, Minnesota & Eastern) at Alstom's facility in Montreal, the FURX units are numbered 3000-3049 and are currently on lease to CSX. Nos.3000 and 3002 are seen in CSX service at Bayway, New Jersey, on February 15, 2000 (**left**). A newly-applied builder's plate details the remanufacturing by Alstom (**above**).

Additional RAILNEWS appear on pages 44-45.

Four Days Back East

by
Bruce Kelly

R&R's former Kalmbach editor returns for a post-Conrail look

THE "THREE H'S" is how the National Weather Service described it. Hot, hazy, humid. Temperature plus humidity were creating a heat index of 150 degrees. There was even an "Ozone Health Alert" in effect. New Jersey is usually a sweatbox under milky white sky in July, but these conditions were setting a new record. So why was I landing at Newark International Airport early on July 4, 1999? Joining other former and active members of the R&R staff for the magazine's 25th anniversary was reason enough for a return visit to the Northeast, but I was also curious to see what changes had taken place in the aftermath of Conrail being devoured by CSX and Norfolk Southern.

During the flight east I read an article in *Business Week* which said the June 1st Conrail split-up had already resulted in major delays and shipper complaints. One customer mentioned was UPS, which suffered delays so severe that it shifted half of its long-distance traffic off the rails and onto the highway.

For a couple of weeks, though, I had been getting more detailed and timely updates over the phone from East Coast friends like Frank Etzel, who offered to be my chauffeur for most of my four-day visit. Minutes after escaping from Newark Airport, Frank and I began exploring the "war zone" of Newark area main lines and railyards. I say war zone because the trash-lined streets, dilapidated buildings, and industrial stench made the whole scene appear post-apocalyptic. From a railroad perspective, this analogy was even more appropriate, because the way CSX and NS moved in and carved up the spoils of Conrail seemed reminiscent of the way Allied forces divided the German capital after World War II. Signs and banners bearing the name or insignia of either CSX or NS had been slapped across anything that used to identify Conrail property. But it was often difficult to distinguish ownerships in the "Shared Assets Area" of northern New Jersey, one of several such zones in the East where the web of yards and routes is so tangled and the customer base so diverse that it was deemed better to develop equal access for both NS and CSX.

Holiday in the War Zone

A quick check of Newark's Oak Island hump yard turned up an abundance of blue Conrail power at the diesel facility, but there were plenty of CSX and NS units there, too. Frank noted that many of the CSX supercabs that had come north were brand new a.c. models, like the pair we caught leading TV8 into North Bergen Yard. As we worked our way north toward Ridgefield Park, through territory where Conrail's River Line (now owned

A LONG, LONG WAY FROM HOME, BNSF Heritage II Dash 9-44CW 4869 and BN SD60M 9279 lead New York, Susquehanna & Western train 252 past the depot at Newfoundland, New Jersey, on July 7, 1999 (above). **The units and photographer Kelly are more commonly found in the Pacific Northwest. Kelly's visit to his old stomping grounds began on July 4, 1999, at Oak Island Yard in Newark, New Jersey. The diesel storage tank still said "Conrail," but the servicing tracks had plenty of transplanted Norfolk Southern and CSX units on July 4, 1999** (below).

HAVING JUST SET OUT its train of covered hoppers, the Norfolk Southern units of train 46G motored south through Suffern, New York, approaching Metro-North and NJ Transit commuter trainsets tied up for the July 4th weekend (left). On Independence Day, the only thing moving on Susquehanna's Southern Division was local WS2, which photographers Bruce Kelly and Frank Etzel caught running light-engine southbound through Warwick, New York, on the former Conrail Hudson Secondary (below). The preserved caboose sitting trackside tells of the line's Lehigh & Hudson River heritage. With the July 5th Steamtown excursion scrubbed, Kelly and Jim Boyd headed immediately from Scranton to nearby Taylor, where the Delaware & Hudson yard hosted a set of Canadian Pacific/St. Lawrence & Hudson units (bottom). Not a wheel was turning, however, as noted by the dark signals on the adjacent main line.

by CSX) and the New York, Susquehanna & Western run side-by-side, it became clear that this was a critical hub for the Shared Assets Area. New connections had been installed north and south of the NYS&W/CSX Intermodal yard at Little Ferry, providing access to the yard for River Line trains from either direction. What used to be the East Coast intermodal terminal for an underdog regional was now a busy facility used by a Class I outfit as well.

This being July 4th, most railroad employees had the holiday off, but not the two guys we encountered near Teaneck waiting for clearance to proceed toward North Bergen. They were spending this blistering hot Independence Day retrieving southbounds whose crews had outlawed further up the River Line. Our dog-catch crew was taking it all in stride, grateful that their jobs remained

intact and respectful of the difficulties CSX was facing in its new northern turf.

With a barbecue for us to attend that evening up near his home in Highland Lakes, Frank was hoping we'd be able to head that way while chasing new NS train 47G, which had frequently been traveling on the NYS&W to avoid commuter train congestion on the ex-Conrail (*nee*-Erie) Southern Tier line to Binghamton and Buffalo, now owned by NS. No such luck. A friend at NYS&W's Ridgefield Park engine terminal (where the servicing tracks had been invaded by CSX and NS power) told us a car that derailed the previous day at Greycourt, New York, was still putting all NYS&W trains on hold.

So we headed off for Greycourt to at least see what efforts were being made to clear the line. En route, as we followed the Southern Tier main into rural New York under an ominous thunderstorm, we stumbled upon NS train 46G setting out covered hoppers at Suffern. From there it was a quick hill-and-dale drive west to Greycourt, located on the former Conrail Hudson Secondary (*nee*-Lehigh & Hudson River) that runs from the Southern Tier main south to the NYS&W connection at Warwick. The derailed car had just been put back on the track and moved to a spur in nearby Chester. Across from the spur, NYS&W local WS2, operating light-engine with a single GP18, was preparing to depart south for the trip home to New Jersey. Frank and I shot the highballing Geep at Sugarloaf, Warwick (my wife Amy's hometown) and Vernon before heading off for his family holiday get-together.

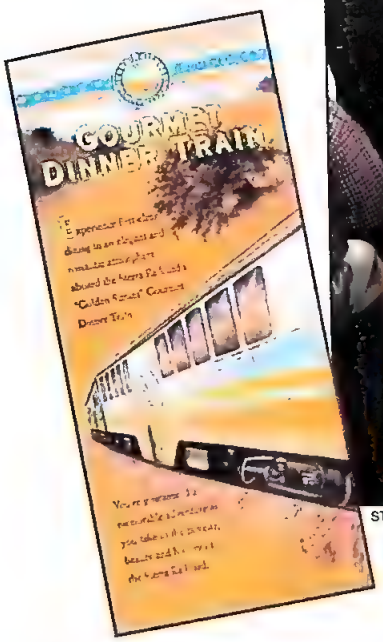
TRAFFIC THAT HAD BEEN IDLED over the holiday weekend was on the move on Tuesday, July 6th. Photographers Kelly and Etzel caught four trains on CSX's River Line, including CSX train MAIL-5 behind Conrail SD70s as it passed under the Bear Mountain Bridge and continued up the Hudson River at Fort Montgomery, New York (top). **The black Helm Leasing C30-7 on the point of TV102 suggests Norfolk Southern, but the train and track actually belong to CSX** (above). **Photographer Kelly wonders if Trains magazine had anything to do with TV102's passage at 10:27 a.m. As the Conrail power of NS local HOM departed the Middletown & New Jersey interchange at Middletown, New York, M&NJ 44-Tonner No.2 was already out of the barn and warming up for the trip to Slate Hill** (below).

Slim Pickings in Pennsylvania

Monday, July 5th, started with high expectations. Steamtown and the Delaware Lackawanna Railroad were scheduled to run a steam excursion

Continued on page 39

LUNCH TRIPS are popular on the Dixie Land Special on Chattanooga's Tennessee Valley Railroad.



STEVEN R. FREER

ON THE MENU'S 2000 DINNER TRAIN GUIDE

by James D. Porterfield

EACH YEAR since the inception of RAILFAN & RAILROAD's annual *Dinner Train Guide* in 1994, there has been a record number of rail dining experiences awaiting you. This year is no exception. Nearly 80 operations are included here, almost double the number reported that first year.

To reflect this growth, the 2000 Guide has been expanded to include details behind the unique numero-alphabetic code used here. You'll find there is an extensive variety of lunch-brunch-dinner train locations, theme events and menus. And, a summary comment on what sets each train apart from its partners is included. (These additional details are included in amost every case, except where the operator could not be reached by press time.)

As always, the *Guide* is meant to encourage you to patronize dinner trains when you travel, or when you seek an unusual setting for a family or business get-together. Remember, too, that virtually all trains can accommodate special dietary or lifestyle menu preferences with enough notice, and are available for group charter at times other than those scheduled throughout the year.

The trains are arranged alphabetically by state, then by city of origin. The number preceding each entry denotes its location on the accompanying map. Each entry names the train and/or railroad; notes the boarding location; lists the information and/or reservation telephone number(s); provides the operator's internet web site if one exists; offers a numero-alphabetic code to summarize scheduling and service practices and, where available, describes the services offered. (*Note:* Several updates arrived right at deadline and could not be updated on the map.)

The numero-alphabetic code refers to the following types of scheduling and meal services:

Frequency

1. *Seasonal/Regular Schedule:* Runs part of the year on a set schedule (i.e., daily, each Saturday, the last Friday or each month, or the like).

2. *Seasonal/Occasional:* Runs part of the year, but on an irregular schedule (i.e., holidays, special events weekends, or the like).

3. *Year Around/Regular Schedule:* Runs virtually the entire year on a regular schedule (i.e., every Saturday, daily except Mondays, Sunday brunch, or the like).

4. *Year Around/Occasional:* Runs throughout the year, but on special dates only (i.e., New Year's, Valentine's Day, Mother's Day, and so on).

Note: Most trains charter on demand and, to fill remaining seats, may be open to seating the general public. Call to learn what is scheduled.

Type of Service

A. *Ride 'n' Dine:* Ride the train to and/or from a destination, where you de-train to eat).

B. *Catered Dinner:* Meal service for which food is prepared and/or cooked off the train and finished and/or served on-board. In most instances the food is prepared at a trackside facility (station or commissary) and loaded hot. Today's technology enables these meals to be served at the appropriate temperature.

C. *Meals Cooked On Board:* Full dining car operation.

Every effort has been made to ensure accuracy in the information presented. However, with change affecting everything from area codes to routes, from volunteer enthusiasm to weather patterns, errors or oversights are a certainty. Contact Jim Porterfield (763 Cricklewood Drive; State College, Pennsylvania 16803; 814/238-7989; *jdp8624@aol.com*) if you spot an error or know of a dinner train not included. Always contact a train you hope to ride before visiting the site.

UNITED STATES

Arizona

1. Yuma; **Yuma Valley Railway**; 1st Street & 2nd Avenue, behind Yuma City Hall; 520/783-3456; 1-A.

Arkansas

2. Eureka Springs; **Eureka Springs & North Arkansas Railway**; ES&NA Depot; 299 North Main Street; 501/253-9623; *www.esnarailway.com*; 1-B.

Dinner trains depart at 5:00 p.m., and again at 8:00 p.m. if demand necessitates, every day but Sunday beginning April 1, and offer a choice from three entrees in a four-course meal. Daily except Sunday lunch trains offering a choice among three entrees begin on May 1 at noon and, by demand, again at 2:00 p.m. Both operations conclude on October 28 this year. All food is cooked in the station and plated on the train. The 1½-hour dinner train and 45-minute lunch train allows plenty of time for other activities.

3. Flippin; **White River Scenic Railroad**; Flippin Depot at the Junction of Routes 178 and 62; 800/305-6527 or 870/435-6000 Ext.10; *www.trainfun.com*; 1-B.

Dinner trains depart at 7:00 p.m. every Friday, May through November, and offer entree selections of prime rib or grilled chicken. This is a joint venture with Sodie's Fountain and Grill.

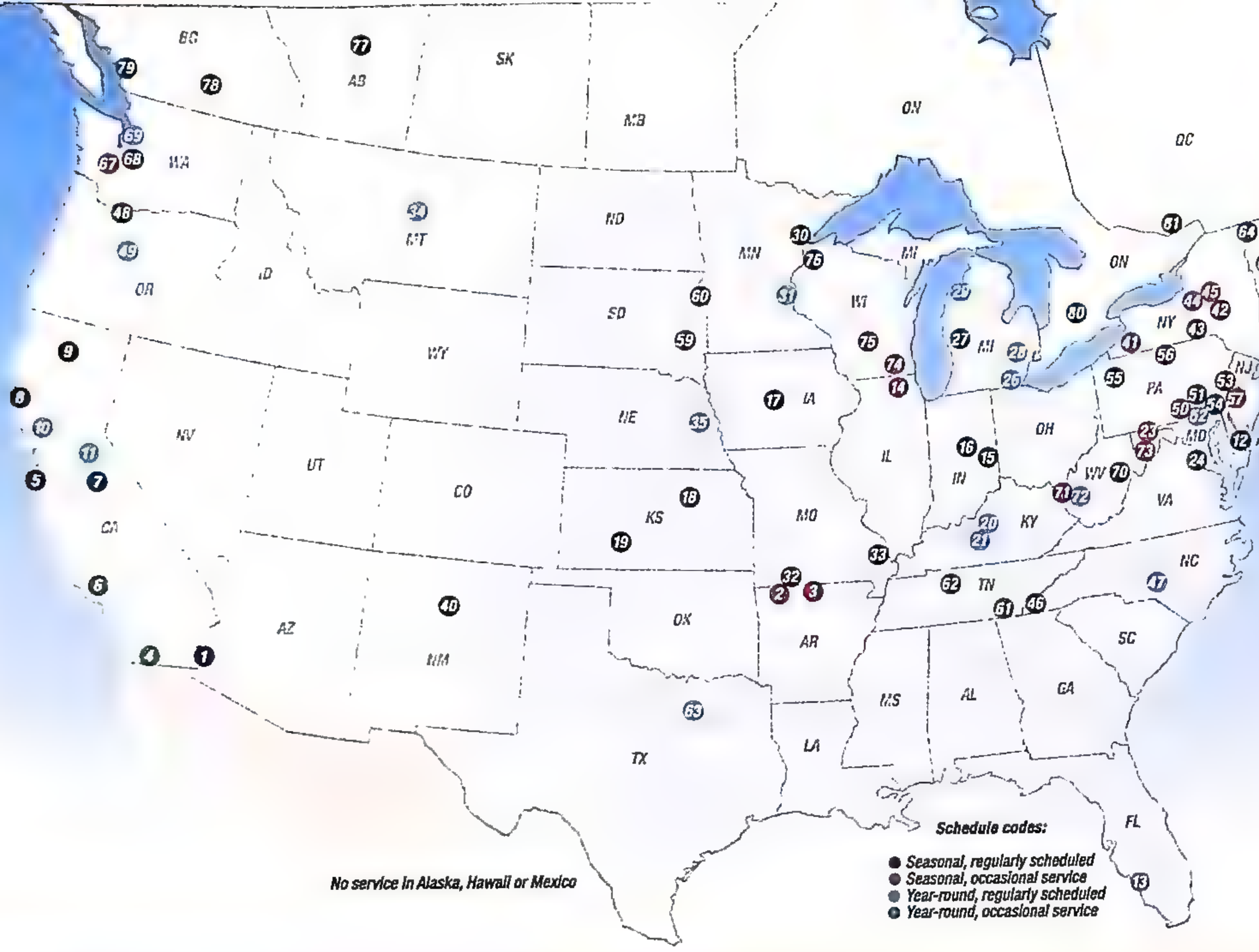
California

4. Campo; ***The Dinner Train***; **San Diego Railroad Museum**; Campo Depot; 619/595-3030; *www.sdrm.org*; 4-C.

Operating once, and occasionally twice, a month, a maximum of 26 patrons board a cozy ex-Santa Fe Luxury Lounge-Cafe car at 6:00 p.m. and depart at 6:30 p.m. to enjoy a five-course meal that includes wine or non-alcoholic beverages and music. Each dinner features items from the traditional Santa Fe dining car department.

5. Felton; ***Steam Train Dinner Party***; **Roaring Camp & Big Trees Narrow Gauge Railroad**; 831/335-4484; *www.roaringcamprr.com*; 1-A.

From May through October, on Saturdays and Sundays, depart at noon for a three-hour steam train ride through the redwood forests of the Santa Cruz Mountains that includes a chicken, chicken and steak, or rib barbecue with home-cooked Western beans, salad, sourdough rolls, hot apple cider and homemade apple pie, accompanied by Western music performed live. On the Saturday night nearest the full moon each month, June through October, a Moonlight Steam Train



Dinner-Dance Party departs at 7:00 p.m. and returns for dessert and dancing.

6. Filmore; **Filmore & Western Railway**; in Central Park; 800/773-TRAIN (8724) or 805/524-2546; *www.fwry.com*; 3-C.
Excursion trains at 2:00 p.m. Saturday, and 11:00 a.m. and 2:00 p.m. Sunday include a restored dining car that is open and serves lunch. Every Saturday evening at 6:30 p.m., a dinner train departs and features a murder mystery; a three-course meal with a choice from four entrees and a menu that changes every few months, with all food cooked on board. Selected Friday evening trains offer either a "That's Hollywood" dinner and dance, or a "Fist Full of Fun" family Spaghetti-Western themed meal.

7. Fish Camp; **Yosemite Mountain-Sugar Pine Railroad**; 56001 Highway 41; 559/683-7273; *www.ymspr.com*; 1-A.
Saturday evenings, late May through early October, this ride 'n' dine starts with a New York steak barbecue dinner, accompanied by live music by the Sugar Pine Trio, then boards a Shay-powered logger steam train for an excursion along ex-Madera Sugar Pine Lumber Co. track. The Moonlight Special is now a 25-year tradition.

8. Fort Bragg; ***Sunset BBQ Excursion-The Skunk Train***; **California Western Railroad**; 800/77-SKUNK (777-5865), 707/964-6371 (Ft. Bragg), or 707/459-5248 (Willits); *www.skunktrain.com*; 1-A.
Every Saturday night, July 8 through August 26, depart Fort Bragg on the Bar-B-Que Train to Northspur, where you'll enjoy a traditional "Shake City" meal. All-day round trips between Fort Bragg and Willits virtually year-round allow time to sight-see and dine at your leisure in either city. Route features 40 miles of track, 381 curves, two tunnels and 30 bridges and trestles through redwood splendor.

9. McCloud; ***Shasta Sunset Dinner Train***; **McCloud Railway**; Main Street; 800/733-2141 or 530/964-2142; *www.mctrain. com*; 1-B.
Dinner trains board at 5:30 p.m. and depart at 6:00 p.m. Saturdays year-round, with Friday runs added mid-May through September, and Thursday theme-night runs (i.e., Murder Mystery and others) added for July, August and September. Meals include beef, chicken, seafood and lamb or pork entrees prepared at the station and plated on board. The menu changes monthly. Unique aspect? Take your pick — Executive Chef Edward Hines or the view of Mount Shasta, perhaps the single best scene available on a dinner train.

10. Napa; ***Napa Valley Wine Train***; 1275 McKinstry Street; Information: 707/253-2111; Reservations: 800/427-4124; *www.winetrain.com*; 3-C.
This premier train promises three experiences in every trip: "A return to the gracious era of elegant rail travel," "a deliciously crafted culinary and wine experience" and "an enjoyable and relaxing journey through California's historic and scenic wine country." Offers an extensive schedule: brunch trains board at 8:30 a.m. Saturday, Sunday and holidays; lunch trains board at 11:00 a.m. Monday through Friday, and 12:10 p.m. Saturday, Sunday and holidays; and Dinner trains board at 6:00 p.m. Monday through Friday and 5:30 p.m. Saturday, Sunday, and holidays. Over 800 scheduled runs a year.

11. Oakdale; ***Golden Sunset Dinner Train***; **Sierra Railroad**; 220 South Sierra Street; 800/866-1690 or 209/848-2100; *www.sierrarailroad.com*; 3-B.
With a dinner train every Saturday evening and a Sunday brunch train that departs at 10:30 a.m., this new entry offers a four-course menu at dinner, with a choice from among three entrees, and a multi-course, deluxe breakfast on its brunch trains. Special Friday night dinner train runs are planned for the summer. The *Golden Sunset* operates on the line that offered the first dinner train, the *Supper Chief*, way back in 1972.

Delaware

12. Lewes, ***Royal Zephyr Dinner Train***; **Queen Anne's Railroad**; 730 King's Highway; 888/456-TOOT (8668) or 302/644-1720; *www.ridetherails.com*; 1-B.

Florida

13. Fort Myers; ***The Dinner Train Theater***; **Seminole Gulf Railway**; Fort Myers Depot west of the Amtel Mall on Colonial Blvd.; 800/SEM-GULF (736-4853) or 941/275-8487; *www.semgulf.com*; 3-C.
This venerable operation offers an on-going array of murder mystery evenings every Wednesday through Sunday. Prepared to your specifications once you give your order on board, the five-course menu offers a choice of three entrees, including the always-fresh Atlantic salmon. "We are, first, a fine dining restaurant," says President Gordon Fay, "that just happens to provide you a three-and-one-half-hour, 60-mile train trip while you dine."

Idaho

13a. Lewiston; ***Lewis & Clark Railway Excursion Dinner Train***; 5th & Railroad Streets; 888/RR-DINER (773-4636) or 208/743-2233; *rrdiner.org*; 3-C.
Operating every Saturday and Sunday, Memorial Day through October 31st, then on an occasional schedule November through May, these afternoon runs offer a five-course menu with your choice from among three entrees. Operating since December, the *Lewis & Clark* not only adds a new dinner train to this year's list, but a new state as well. (*Note:* new listing, does not appear on map.)

Illinois

14. Union; ***Nebraska Zephyr Dinner Train***; **Illinois Railway Museum**; 815/923-4391; 2-B.
This year offering three dinner-trip weekends: May 27 and 28, July 15 and September 16, with

5:00 p.m. and 7:30 p.m. departures each day, and September 17 with a 5:00 p.m. departure. Equipment is the five-car *Zephyr* articulated train set placed in service in 1936 as one of the *Twin Cities Zephyrs*, and pulled by the only operating E5 in the country.

Indiana

15. Connersville; **Whitewater Valley Railroad**; Connersville Depot on Indiana 121 south of town; 765/825-2054; 1-A.

16. Fishers; ***Hamiltonian Express***; **Indiana Transportation Museum**; Fishers' Station at 116th Street; 317/773-6000; *www.itm.org*; 1-A.

On selected Fridays, partake cocktails and hors d'oeurves on board, then detrain at either the Anvil Inn in Cicero (317/984-4533) or Fletcher's in Atlanta (765/292-2777). Call the restaurant of your choice to book your train and dinner reservation. The only ride 'n' dine to offer a choice of two eateries, you could ride every run and enjoy a new dining experience every time.

Iowa

17. Boone; ***Boone & Scenic Valley Railroad Dinner Train***; 225 10th Street; 800/626-0319 or 515/432-4249; *www.scenic-valleyrr.com*; 1-B.

Beginning May 5 and running through December 16, a four-course dinner which offers, every Friday, prime rib, and every Saturday, a choice among three entrees, departing at 5:30 p.m. On Saturdays, Sundays and holidays, from Memorial Day weekend through October 31, there is also a 12:15 p.m Dessert Train.

Kansas

18. Abilene; **Abilene & Smoky Valley Railroad**; A&SVRR Depot at 417 South Buckeye; 888/426-6687 or 785/263-1077; *www.asvrr.org*; 2-B.

Offering seasonal dinner trains, early April to mid-June (perhaps beyond if new air conditioning in the dining car is completed) and again in September and October; some Fridays and many Saturdays; with varying entrees served up by fine restaurants in the Smoky Hill River valley. Enjoy period ambience in the restored 103-year-old wooden dining car.

19. Dodge City; **Dodge City, Ford & Bucklin Railroad**; at Willroads Garden Drive; 316/225-3232; 1-C.

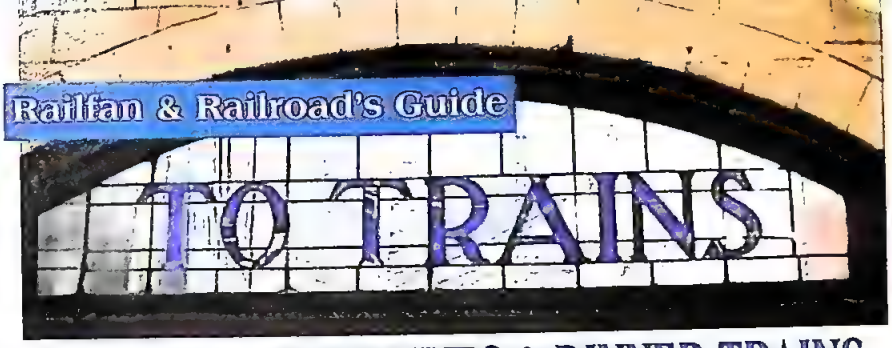
Running Friday and Saturday evenings, April 1 through Labor Day, nationally celebrated chef Peg Ranney offers a four-course menu that might include smoked Iowa pork chops, Kansas City strip steaks, barbecued ribs, prime rib and more, as well as homemade dessert. The first party to make reservations gets to select the entree to be served to the entire train. "People around here will call and ask, 'Are we first?'" says Dick Ranney, "and if they aren't, they'll say, 'What are we havin'?'"

Kentucky

20. Bardstown; ***My Old Kentucky Dinner Train***; Bardstown Depot at 602 North 3rd Street; 502/348-7300; *www.rjcorman.com/mokdt*; 3-C.

A lunch and dinner train every Saturday; weekdays runs offered based first on charter bookings for which available seats are open to the public. Lunch features a choice of four entrees in three courses, while dinner offers a choice among five entrees within a five-course meal. The menu changes with the seasons. Southern Living magazine said it best: "Whisper perfect service."

21. New Haven; ***The Flamingo***; **Kentucky Railroad Museum** at 136 South Main Street; 800/272-0152 or 502/549-5470; *www.trainweb.com/kentuckyrailtaskforce/flamingo*; 3-C.



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You can experience something perhaps as close to dinner in the dining car of a named train of the Golden Age as is humanly possible. Roughly half the runs are powered by the No.152, an L&N K2 Pacific. Operates on a portion of the Louisville & Nashville's Beam-New Hope Lebanon Branch. Offers authentic L&N menu items, including signature Kentucky Ham with Red-Eye Gravy, Grilled Pompano ala Royale, and more. It operates every third Saturday of the month.

Maine

22. Unity (Steam) and Belfast (RDC); **Belfast & Moosehead Lake Railroad;** 1 Depot Square in Unity or Belfast Depot on Front Street; 800/392-5500 or 207/948-5500; 1-C.
Beginning in May, on Mother's Day, until October, and with runs as late as New Year's Eve, a variety of theater- and musical-themed dinner trains run out of Unity to Brooks or to Burnham Junction on various nights, predominantly Fridays and Saturdays. Generally three-course meals, a choice of from three to five entrees, with the menu changing to reflect the theme of the various runs. All meals cooked on board. The train set is restored Swedish equipment, including a dining car, parlor car with cash bar and, on occasion, a 1913 Swedish steam locomotive (other times the train is pulled by the railroad's GE 70-tonners).

Maryland

23. Cumberland; ***Super Sleuth Express*** and ***Mountain Thunder Dinner Trains***; **Western Maryland Scenic Railroad;** Western Maryland Station Center; 800/872-4650 or 301/759-4400; *www.wmsr.com*; 2-C.
Eight dinner trains, two each month between June 10 and September 16, offer five-course meals that honor a specific railroad line, and entertainment by magician Louis Paul. On numerous selected Friday and Saturday nights, May 19 through December 16, a total of six different themed mysteries are offered, accompanied by a three-course dinner that offers one of two entrees. The Saturday night dinner trains are typically pulled by the railroad's Baldwin 2-8-0 steam engine *Mountain Thunder*.

24. Indian Head; **Indian Head Central Railway;** Naval Surface Warfare Center, Indian Head Division; 101 Strass Avenue; 877/94-TRAIN (948-7246); 1-C.
This new entry is to begin operations in early summer with a dinner train every Saturday evening, a mid-day Scenic Sunday Dinner run, and a Scenic Lunch train mid-day on the third Wednesday of each month. Meals will be prepared on board. Details are being finalized. A 15-mile run on Navy-owned track through a protected natural habitat — watch for the blue herons.

Massachusetts

25. Hyannis; ***Cape Cod Central Railroad Dinner Train***; 252 Main Street; *www.capetrain.com*; 888/797-RAIL (7245) or 508/771-3800; 1-C.
Friday through Sunday, mid-February through May, adding Thursday runs for June, adding Wednesday runs July through October, then back to Friday-Sunday runs in November and December. Departing at 6:30 p.m., dinner consists of a five-course meal cooked on board with a choice among three entrees that change monthly. Also July-to-October, Tuesday runs are Family Supper Night with special pricing.

Michigan

26. Blissfield; ***Old Road Dinner Train***; **Adrian & Blissfield Rail Road;** U.S. 223 and Depot Street; 888/937-4284, 517/486-5979, or 517/486-2141; *www.hathawayhouse.com*; 3-B.
A year-round operation, now running Murder Mystery Dinner Trains every Saturday evening, as well as on selected Friday evenings and Sunday afternoons. The four-course meals, offering a choice among three entrees, are catered by the historic (built in 1851) Hathaway House.

27. Coopersville; **Coopersville & Marne Railway;** Coopersville Depot; 616/837-7000; 1-B.
Eight Saturday night murder mystery dinner runs in spring, and another eight Saturday runs in the fall, with summer runs on demand. The mysteries to be solved vary, with considerable improvisation involving the passengers. Buffet-style meals are catered and offer a choice of meals. Of special note is the 7:13 p.m. departure which, the train's Brad Anderson points out, "people tend not to forget because it's an odd, to-the-minute time."

28. Walled Lake; ***Michigan Star Clipper Dinner Train***; Coe Rail Depot at 840 North Pontiac Trail; 248/960-9440; *www.michiganstarclipper.com*; 3-C.
This long-running operation serves five-course meals offering a choice among four entrees that change monthly and are freshly cooked on board. Three-hour runs every Tuesday through Thursday, and Saturday, at 7:00 p.m., Friday at 7:30 p.m. and Sunday at 5:00 p.m., as well as various afternoon lunch departures, especially in fall color season, with entertainment on each train. Two restored/converted sleeping cars, coupled to the unique ex-Pennsylvania Railroad *Keystone* depressed-center passenger cars, make the *Michigan Star Clipper* the nation's only dinner train bed and breakfast (Saturdays only).

29. Traverse City; ***The Grand Traverse Dinner Train***; 8th Street and Woodmere Avenue; 888/933-3768 or 231/933-3768; *www.dinnertrain.com*; 3-C.
The train operates Saturday dinner trains all year, with departures on Tuesdays and Thursdays added in June, and Monday and Wednesday runs filling out the schedule July through October. In all cases, Sunday and Thursday runs are added in response to demand, and a seven-day-a-week schedule is offered during fall color season. Lunch trains are on a scattered schedule throughout the season on demand. Chef Steve Michalski prepares a five-course meal offering one of four entrees cooked to your order once you board, one of the first to offer this restaurant-style arrangement.

Minnesota

30. Duluth; **North Shore Scenic Railroad;** 506 West Michigan Street; 800/423-1273 or 218/722-1273; 1-B.

31. Stillwater; ***Minnesota Zephyr Limited***; 601 North Main; 800/992-6100 or 612/430-3000; *www.minnesotazephyr.com*; 3-C.
Operates every Friday and Saturday evening and Sunday afternoon (actually, 11:30 a.m.), with increasing frequency building over the summer, and runs on selected holidays. Enjoy a five-course meal that offers a choice among four entrees. A pioneer of the Family Day concept, every Saturday at 11:30 a.m., families tour the depot and the train, meet the engineer and conductor, take a 45-minute train ride and enjoy a wholesome box lunch. Unique aspects? Take your pick, the long-time favorite entree — prime rib with sharp Zephyr Sauce — or the five-car, three-kitchen streamlined train set.

Missouri

32. Branson; ***Ozark Zephyr***; **Branson Scenic Railways;** 206 East Main Street; 800/2-TRAIN-2 (287-2462) or 417/334-6110; 1-B.
Beginning May 6 and running through December 16, at 5:00 every Saturday night, enjoy a three-course meal offering a choice among three entrees, and be back at 7:15 p.m, in time to enjoy one of the many shows put on in Branson. Meanwhile, after dinner, retire to one of the dome cars to take in the scenery. The buffet car *City of Branson* offers continental breakfast, lunch, and snack items on all regular excursion runs, daily except Sunday (holiday weekends excepted).

33. Jackson; **St. Louis, Iron Mountain & Southern Railway;** intersection of Highways 61 and 25; 800/455-RAIL (7245) or 573/243-1688; *www.rosecity.net/trains*; 1-B.
Beginning in April through mid-October, a dinner train departs every Saturday evening at 5:00 p.m. for a two-hour run that includes a three-course dinner offering a choice of two entrees. On one of those runs, April through June, and twice each month, July through October and on into December, the dinner train is also a 3½ hour Murder Mystery. Specially-themed dinner train runs are set throughout the schedule and include Dinner with the James Gang, a Civil War Dinner, a Hobo Diner, Dinner with Magic and more.

Montana

34. Lewistown; ***Charlie Russell Chew-Choo***; nine miles northwest of Lewistown; 406/538-2527 or 800/735-7886; *www.lewistownchamber.com*; 3-B.

GEORGE FLETCHER

THE SIERRA RAILROAD'S new Golden Sunset Dinner Train rolls through fertile farm land just outside of Oakdale, California, on March 12, 2000.

A prime rib dinner catered by the Yogo Inn of Lewistown, served every Saturday evening, May 27 through September 30. The route takes you through the heart of "Big Sky Country" in central Montana — an inspiration to artist Charlie Russell — where you cross three long trestles, pass through a tunnel and spot such "watchable wildlife" as coyotes, deer, eagles, hawks and pronghorn.

Nebraska

35. Fremont; ***Fremont Dinner Train***; 1835 North Somers Avenue; 800/942-7245 or 402/727-8321; *www.fremont-online.com/fdt*; 3-B. Operates Friday and Saturday evening (7:30 p.m.) and Sunday mid-day (1:30 p.m.) June through December, then Saturdays at 6:30 p.m. January through April, and Saturday and Sunday (6:30 p.m. and 1:30 p.m. respectively) in May. Five-course evening meals and a three-course Sunday dinner offer four entree selections to choose from. The rolling stock, built during the 1940s, has been restored to reflect that era.

New Hampshire

36. Lincoln; **Hobo Railroad**; Hobo Junction Station on Railroad Street; 603/745-2135; *www.hoborr.com*; 1-B.
Departing daily at 11:00, 1:00 and 3:00, late June through Labor Day, then selected dates through mid-October. Most runs offer a Hobo Picnic Lunch with a choice of sandwich on a bulky bun, bag of chips, beverage, giant cookie, all wrapped up in a souvenir Bindle Stick. Operates in the heart of White Mountain National Forest, where the origin of New Hampshire's designation as the Granite State is apparent all around you.

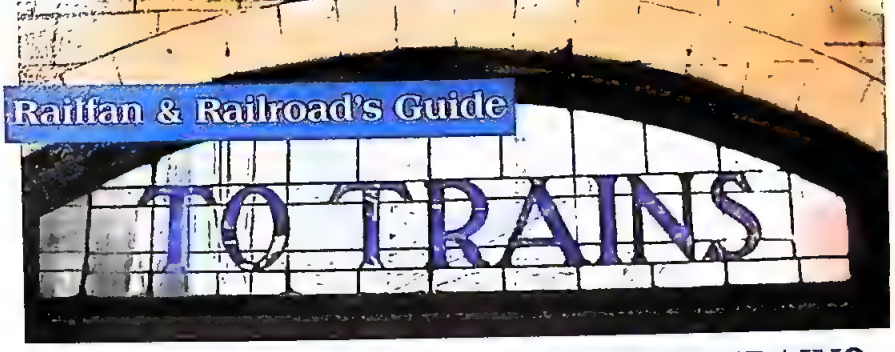
37. Meredith; ***Lakeside Scenic Dinner Train/Hobo Picnic Lunch***; **Winnipesaukee Scenic Railroad**; Mill Street; 603/279-5253 or 603/745-2135 (winter); *www.hoborr.com*; 1-B.
Departing Meredith Wednesday and Saturday nights during July and August, the dinner train offers hot roast turkey carved at your table, with all the trimmings and including potatoes, vegetable, rolls and butter, cranberry sauce, beverage and dessert of the day, catered by Hart's. Harvest Supper trains operate Saturday nights, Labor Day through mid-October. Hobo Picnic Lunch runs operate daily at various times, late June through early September, then selected dates through mid-October, and include a choice of sandwich on a bulky bun, chips, beverage, a giant cookie, all wrapped up in a complimentary Bindle Stick. Frequent departures allow greater flexibility in connecting with nearby Mount Washington Cog Railway.

38. North Conway; **Conway Scenic Railroad**; North Conway Depot on N.H. Route 16/U.S. Route 302; 603/356-9009 or 603/356-5251; *www.conwayscenic.com*; 1-C.

39. North Woodstock; ***Cafe Lafayette Dinner Train***; Route 112; 603/745-3500; *www.cafelafayette.com*; 1-C.
Operations begin May 14, with mostly weekend dates through June 10; then, June 24 through October 8, every Saturday, Sunday, Tuesday, Wednesday and Thursday evening; and finally, October 11 to November 4, again on various, predominantly weekend dates, also trackside wine-tasting dinners. Fine dining, with your five-course menu selections made once you board, is the hallmark of this intimate train. The lovingly-restored *Granite Eagle*, the first dome car to operate in New Hampshire, is now joined by the *Algonquin*, an ex-CN coach renovated into a piano-bar with dance floor.

New Mexico

40. Santa Fe; ***Saturday Night Barbecue Train***; **Santa Fe Southern**; 410 South



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Guadalupe Street; 505/989-8600; *www.sfsr.com*; 1-A and 4-A.
From April to October, enjoy a cash bar and live music on runs to Lamy and a savory barbecue dinner at the campfire there. On Friday's High-Desert Highball, dome seating and complimentary hors d'oevres accompany the cash bar on runs to the Galisteo Basin. Day trains every day but Friday, April to October, with trains on Tuesday, Wednesday, Thursday and Saturday allowing time to buy lunch at Marianna's at the Depot in Lamy. Sunday and Monday, bring your own picnic, but the run is timed to watch Amtrak's *Southwest Chief* arrive. The Amtrak and BNSF action at Lamy makes this operation a "Trackside Eatery" as well.

New York

41. Gowanda; **New York & Lake Erie Railroad**; 50 Commercial Street; 716/532-5716; 2-A.
On selected dates, the Murder Mystery Dinner Theater and Train Ride commences at 5:45 p.m. in the Slovenian Club, across the street from the train station. A crime occurs during dinner. The participants must nonetheless press on with their journey, and so board a waiting train for a 20-mile round trip ride as the mystery, and its solution, unfolds.

42. Milford; **Cooperstown & Charlotte Valley**. No dinner train service this season.

43. Owego; **Tioga Scenic Railroad**; 25 Delphine Street; 607/687-6786; *www.tiogascenicrailroad.com*; 1-C.
Between July 1 and October 29, every Saturday at 1:00 p.m., a lunch train offers a choice of four mid-day entrees; and every Sunday at 1:00 p.m., a dinner train offers a choice of four entrees. All meals are three-course affairs cooked on board. Every first and third Saturday during the season, the Evening Express dinner train offers special pricing and a complimentary glass of wine or non-alcoholic beverage.

44. Syracuse; **On Track**. Private charter service only this season.

45. Utica; **Adirondack Scenic Railroad**; Thendara Station on Forge Street; 315/369-6290; 2-B.

North Carolina

46. Dillsboro; ***Gourmet Dinner Train***; **Great Smoky Mountain Railroad**; 119 Front Street; 800/872-4681 or 828/586-8811; *www.gsmr.com*; 1-C and 1-A.
Operates on mainly Saturday evenings beginning April 22 through Labor Day, then on a shortened schedule until December 23. Mystery Theater Dinner Train operates mainly on Friday evenings beginning May 26 through November 11 (but not in June), with Halloween-themed runs set for October 29-31. A fresh-cooked, four-course dinner offers you a choice of three entrees from a menu that changes every three months. The Tuskasegee River/Bryson City excursion provides a ride 'n' dine opportunity as well.

47. Aberdeen; ***Carolina Dinner Train***; 100 West South Street; 877/944-RAIL (7245) or 910/944-3040; *www.carolinadinnertrain.com*; 3-C.
The two-hour lunch trains every Saturday and Sunday depart at 12:30 p.m., and three-hour dinner trains every Friday and Saturday depart at 7:30 p.m. The menu changes monthly, and is prepared and served on board. New this year, it runs through the Carolina Sandhills, past Pinehurst's famous beautifully manicured golf courses, and on into the rustic Carolina countryside. The nicely-restored train set once ran as the Florida Central dinner train.

Oregon

48. Hood River; **Mount Hood Railroad**; Mount Hood Depot; 800/872-4661 or 541/386-3556; *www.mthoodrr.com*; 1-A and 1-C.
Dinner trains on Saturdays, starting March 25, then all of April, May, and June; add every other Friday starting July 14, August, September (the 1st), October, then back to Saturdays in November through December 16. Sundays, brunch trains run beginning March 26 through December 17. Dinners offer a complimentary beverage and four courses, with a choice among four entrees. The brunch train offers a beverage, and assortment of baked goods and pastries, a choice from three entrees, and dessert. Rugged scenery marks this trip: The startling (to an Easterner like me) snowy sentinels, Mount Hood and Mount Adams, loom over a landscape further defined by the Hood River.

THE **MOONGLOW DOME** *on BC Rail's* Pacific Starlight Dinner Train.

49. Redmond; ***Crooked River Dinner Train***; **Crooked River Railroad Company**; O'Neil Junction, three miles north of Redmond; 541/548-8630; *www.crookedriverrailroad.com*; 3-B.
Through Oregon's high dessert, offering Western-themed events including Western Murder Mystery Theater, featuring the James Gang (Jessica James and Colleen Younger, that is), Saturday evenings year around and Friday nights June to September; and "Sunday Champagne Brunch" or "Sunday Supper" runs on selected dates (including a number of holiday specials), March through August. Themes from the 1800's — including train robberies, cavalry rescues and dance hall queens — remind us the old west was a busy and uncertain place.

Pennsylvania

50. Gettysburg; ***Firehall Dinner Train***; **Gettysburg Scenic Railway**; 106 N. Washington Street; 717/334-6932; *www.gettysburgrail.com*; 2-A.
On six selected Saturdays from June through September, depart at 4:00 p.m. on a 32-mile, four-hour round trip to the village of Aspers, where the Community Fire Company will serve up one of their famous country dinners (choice of two entrees) with all the fixin's.

51. Middletown; **Middletown & Hummelstown Railroad**; Race Street Ticket Booth; 717/944-4435; *www.hersheypartnership.com*; 1-A and 2-B.
Operates four Chicken Barbecue Express ride 'n' dine's departing at 4:00 p.m. three Saturdays and one Sunday; and, a dinner train on a schedule of varied frequency and departure times over five weekends between February and December. Meals are catered by L'Koste of Mechanicsburg, and feature a choice of two entrees and two desserts.

52. New Freedom; ***Liberty Limited***; **Northern Central Railway**; 117 North Front Street; 717/235-4000; *www.classicrail.com/ncry*; 3-C.
Dinner trains depart every Saturday at 5:00 or 6:00 p.m., depending on seasonal lighting. Friday dinner trains are added in October and December and depart at 6:30 p.m. Scenic Sunday Dinner trains run every Sunday at 1:00 p.m. A Scenic Lunch train runs at 11:30 a.m. the second Wednesday of each month, except during the fall, when it runs every Wednesday. Special occasion dinner trains operate as well. Menus offer varying entrees in four-course dinners and three-course lunches, and change every two months.

53. New Hope; ***The Evening Star*** and ***Wycombe Brunch Train***; **New Hope & Ivyland Railroad**; 32 West Bridge Street; 215/598-0890 or 215/862-2332; 1-B and 1-A.
The dinner train departs every Saturday evening between April 1 and December 23 at 7:00 p.m, and offers enroute a four-course meal with a choice among three entrees. The brunch train departs every Sunday between April 2 and Thanksgiving at 10:30 a.m., and offers an appetizer plus a variety of entrees suitable for a hearty morning or mid-day meal. *Evening Star* meals are prepared at the Wycombe and plated on board the train. The brunch is served in Wycombe at the Wycombe Inn. The return from Wycombe on Sunday involves meeting another excursion train at Lahaska.

54. Strasburg; ***Lee E. Brenner Dining Car***; **Strasburg Rail Road**; Strasburg depot on Pennsylvania Route 741 East; 717/687-6486; *www.strasburgrailroad.com/srrdc*; 1-C.
Boarding at 5:30 p.m. Saturday and Sunday only, May 6 through July 9, the Wednesday through Sunday July 12 through August 27, Saturday and Sunday again, September 2 through October 8, and Friday through Sunday, October 13 through 29. The traditional dinner consists of a four-course dinner offering three entree selections, with specialized menus on an array of special runs, including an Old-Fashioned Lancaster County Feast on Wednesdays, Thursdays and Fridays in July and August; Murder Mystery trains on five dates; and a Halloween Terror Train in October. Lunch is available on regularly scheduled trains April through December. This ride offers an operating wooden dining car.

55. Titusville; **Oil Creek & Titusville Railroad**; 409 South Perry Street; 814/676-1733; *http://octrr.clarion.edu*; 2-A.
Five murder mystery runs are currently scheduled, for July 15, August 12 and September 9, 23 and 30. Enjoy wine and cheese at the depot, depart at 6:45 for an enjoyable train ride during which an unspeakable crime occurs, then settle in for a late (9:00 p.m.) dinner as you unravel the mystery. The route of this train takes you through "the valley that changed history," home of Pennsylvania's famous oil fields.

56. Wellsboro; **Tioga Central Railroad**; Wellsboro Junction, three miles north of Wellsboro on PA Route 287; 570/724-0990; *www.tiogacentral.com*; 1-C.
Saturdays, June 3 through October 28, enjoy a meal cooked on board. Menu varies from week to week, and offers a choice between two entrees that showcase authentic dishes from some of America's most famous passenger trains of the past. A 42-

mile round trip through some of northern Pennsylvania's most spectacular rural countryside.

57. West Chester; ***West Chester Railroad Dinner Train***; 230 East Market Street; 610/430-2233; *www.westchesterrr.net*; 2-B.
Two runs are scheduled, departing at 6:00 p.m. on May 20 and October 22, as this new entrant tests the dinner train concept. Meals will feature Western-style cuisine in May and foods of the season in the fall, and are catered by nearby A Fare From The Heart.

Rhode Island

58. Newport; ***Newport Dinner Train***; 19 America's Cup Avenue; 800/398-RIBS (7427) or 401/841-8700; *www.newportdinnertrain.com*; 1-C.
The scenic beauty of Narragansett Bay, highlighted, with luck, by a georgous sunset, accompanies dinner on a wide variety of occasions: Friday evenings its the Murder Mystery train; Saturday evenings, candlelight and soft music on Romancing the Rails; Thursdays and Fridays at 1:00 p.m, the Rail-N-Sail Newport train offers a mid-day meal and then a harbor cruise; Thursdays at 5:00 p.m. its the Aquidneck Island Wine Train, offering tastings and hors d'oeuvres and Saturday mornings, the Musical Magicial for families offers snacks. The award-winning barbecued Baby Back Ribs are the favorite among the train's three entree selections.

South Dakota

59. Madison; **Prairie Village**; two miles west of town on Highway 34; 800/693-3644 or 605/256-3644; *www.prairievillage.org*; 2-B.
This rarest of runs operates one day a year, Saturday evening during the annual Railfair in late June.

60. Milbank; ***Whetstone Valley Express***; Lake Farly Station in Lake Farly Park; 800/675-6656 or 605/432-6656; 2-B.
Scheduled runs occur only during Millbank's annual Trainfest the second weekend in August, with dinner trains departing at 7:00 Friday evening and noon and 7:00 p.m. Saturday and Sunday, and a Pizza Express departing one-hour prior to each of the dinner train runs. Your hostesses and waiters are authentically costumed to the dining car's origin in 1911.

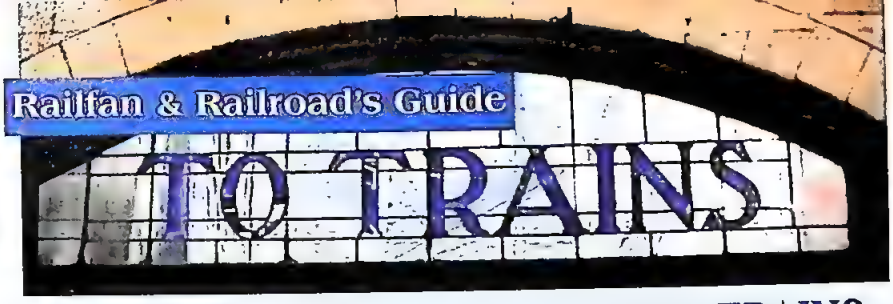
Tennessee

61. Chattanooga; ***Dixie Land Special***; **Tennessee Valley Railroad**; 4119 Cromwell Road; 800/397-5544 or 423/894-8028; *www.tvrail.com*; 2-B.
Day-long excursions, one each in April, May and September, then Autumn Leaf Specials every Saturday in October, plus October 22 and 29 and November 4, powered by 1952 Baldwin-Lima-Hamilton-built Consolidation No.610, includes a dining car offering a filling luncheon with a choice of sandwiches and appropriate accompaniments. The dining car, No.3158, the *Traveler's Fare*, was built by Pullman in 1924 for the Southern Railway and has been in continuous service since.

62. Nashville; ***Tennessee Central Dinner Train***; **Tennessee Central Museum** at 220 Willow Street; 615/244-9001; *http://home.hiwaay.net/~bgaddes/tcrm*; 2-B.
Plans are for a seasonal schedule on specific dates, with more to be added. For now, runs are scheduled by charter and, with the group's permission, any extra seating is open to the public.

Texas

63. Grapevine; ***Texas Star Clipper Dinner Train***; 709 South Main Street; 817/251-0066; *www.texasstarclipper.com*; 3-C.
This sister to Coe Rail's *Michigan Star Clipper*, part of the Tarantula excursion operation, was launched in January 2000. Fine five-course meals



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www.mctrain.com

offer a choice among four entrees that change monthly under the watchful eye of Executive Chef Gemmo Dayrit, and are freshly cooked on board in a kitchen car that is part of a three-car streamlined train set. Three-hour runs every Tuesday through Thursday and Saturday at 7:00 p.m., Friday at 7:30 p.m. and Sunday at 5:00 p.m., with entertainment on every run. Located in the heart of Dallas-Fort Worth, the original metroplex, and just six miles from DFW Airport.

Vermont

64. Burlington/Middlebury; ***Champlain Valley Weekender.***

65. Bellows Falls/Chester/Ludlow; ***Green Mountain Flyer.***

66. Manchester/North Bennington/Arlington; ***Vermont Valley Flyer.***

Each of these excursion trains is operated by the **Green Mountain Railroad**; 800/707-3530 or 802/463-3069; *www.rails-vt.com*; 1-A.
These trains run on a schedule that allows you to detrain and enjoy a meal, shop, and/or take in historic sits in any one of their destinations. These Vermont runs offer perhaps the best "fall colors by train" opportunity in America.

Washington

67. Chehalis; **Chehalis-Centralia Railroad Association**; Exit 77 off I-5; 360.748.9593; 2-B.

68. Elbe; **Cascadian Dinner Train.** No service this season.

69. Renton; ***Spirit of Washington Dinner Train***; 625 South 4th Street; 800/876-7245 or 425/227-7245; *www.spiritofwashingtondinnertrain.com*; 3-C.
This impressive and attractive train serves dinner Tuesday through Sunday, October to May, then daily June through September. Lunch trains depart on Saturday and brunch trians on Sunday. All offer meal service consisting of three courses and a selection from among four entrees. On this train, you have an actual destination — the award-winning Columbia Winery in Woodinville, Washington, where you detrain for a tour, wine tasting, and the opportunity to purchase wines at a discount.

West Virginia

70. Cass; **Cass Scenic Railroad**; Cass Depot on Main Street; 800/225-5982 or 304/456-4300; *www.neumedia.net/~cassrr*; 1-A.
On selected Saturday evenings, June to October, climb the mountains behind steam-powered logging locomotives, then detrain at Whittaker Station for a delicious old-fashioned barbecue dinner with all the fixin's (including dessert, they remind you) and live Bluegrass music. The east coast's answer to those great logging route/barbecue dinner trains on the west coast.

71. Huntington; ***New River Train***; 7th Avenue and 9th Street; 606/327-7735; 2-C.

72. Huntington/Charleston/Beckley; ***Mountain State Mystery Train***; 1050 8th Avenue (Huntington); 800/CALL-WVA (225-5982) or 304/529-6412; *www.themysterytrain.com*; 3-A, B, and C.
A mission statement that offers "individual or group touring opportunities from various regional boarding points" translates into a wide array of excursions throughout the year with boarding points in Cincinnati, Ohio; Huntington, West Virginia; Washington, D.C. and intermediate cities in these states and Kentucky, Indiana, Illinois and Virginia as well. Offers choice dining locations off the train during afternoon and evening layovers, foods prepared either on the train or by catering services off the train and served in the dining car. Murder mysteries and theatrical excursions are a specialty, but excursions include such off-beat

experiences as a Professional Sports Train, a Rails-to-Rivers-and-Trails Train and a "Throw Mama On The Train" run.

73. Romney; ***Potomac Eagle***; Wappocomo Station on Route 28, 1½-miles North of Romney; 800/22-EAGLE (223-2453) or 304/422-6069; *www.wvweb.com/www/potomac_eagle/*; 2-B.
First Class accommodations on the extensive excursion schedule — three-hour runs Saturdays May 6 through August 26; Saturdays and Sundays, September 2 through 30; Sunday through Friday October 1 to 6; all week October 7 through 22 and Monday through Friday October 23 to 27. All day runs on June 24, July 29, August 26, September 23 and October 28 — includes riding in the club car or dining car with a full meal served during the trip. Outside your window, narrow mountain valleys, high mountain walls, thick forests and one of the eastern homes of the American Bald Eagle. In all, some of the east coast's most spectacular mountain scenery.

Wisconsin

74. East Troy; **East Troy Electric Railroad Museum**; 2002 Church Street; 262/548-3837; *www.easttroyrr.org*; 2-B.
Six dinner trains, two (Mother's Day and Father's Day) departing at 2:00 p.m. and four departing at 5:30 p.m., are planned for 2000. Each run will feature a specific railroad's menu (New York Central, Santa Fe, etc.) created and catered by Carl's Catering of Greendale, Wisconsin. Two Sunday afternoon Tea Trains, featuring tea, finger sandwiches, fresh fruits and the like, are also scheduled.

75. North Freedom; **Mid-Continent Railway**; North Freedom Depot; 800/930-1385 or 608/522-4261; *www.mcrwy.com* for more information; 2-B.
Selected weekends, including the Autumn Color Train on a Saturday in early October, a Santa Express in late November and the Snow Train on Friday and Saturday in mid-February. Each run features a five-course catered meal that is finished on board, with seating limited to 38 guests. This group's dedication to authentic restored equipment includes steam power "as long as the equipment cooperates."

76. Spooner; **Wisconsin Great Northern Railroad**; 426 North Front Street; 888/390-0412 or 715/635-3200; 1-A and 1-B.
The Pizza Train runs Saturdays at 5:00 p.m from early April through mid-December, with added Tuesday and Thursday runs from late June to late August, and Friday runs in September and October. The "Buffet Train" operates on Friday evenings during July and August and features a varying menu with several hot selections, salads and dessert. The "Elegant Dinner Train" operates Friday evenings during September and October. Family Hobo Night Wednesdays during July and August include a serving of Hobo Stew and a marshmallow roast.

CANADA

Alberta

77. Stettler; **Alberta Prairie Railway Excursions**; 4611 47 Avenue; 403/742-2811; *www.nucleus.com/Heartland*; 1-A, 1-B and 1-C.
Selected Saturdays and Sundays, March 11 through April 16, fine dining runs offer five-course meals with a choice among three entrees, plus entertainment. Beginning May 20 and running on numerous and varied Thursdays, Saturdays and Sundays through October 15, various ride 'n' dine trips feature dinner theater, country dinners, steak barbecues and the like. Traditional fine railway dining resumes on selected weekends through the following April. Most summer dates are "sponsored," and country dinners are three-course, buffet-style meals prepared by the people and served at the hall of the community sponsoring the trip.

British Columbia

78. Kelowna; ***The Okanagan Valley Wine Train***; 600 Recreation Avenue; 888/674-TRAK (8725); *www.okanaganwinetrain.com*; 1-B.
Departing Wednesday through Sunday at 4:00 p.m. (11:00 a.m. Sundays), June to September. One package offers a buffet dinner in the destination city of Armstrong while you enjoy a Las Vegas-style Follies. Selected runs in October, Saturday and Sunday runs in December, and on New Year's Eve, include dinner served on board the train. The title "Longest Dinner Train Run in North America" can go to this 100-mile, seven-hour long rail dining experience.

79. North Vancouver; ***Pacific Starlight Dinner Train***; **BCRail Passenger Services**; 1311 W. 1st Street; 800/363-3733 or 604/984-5246; *www.bcrail.com/bcrpass*; 1-C.
Nightly, Tuesday through Sunday, May 2 through September 30 and Friday and Saturday, October 1 through 22. Each three-course meal offers a choice among four entrees that highlight West Coast cuisine. The opportunity to choose dome seating only adds to one's anticipation of the scenic splendor along Howe Sound to Porteau Cove.

Ontario

80. Waterloo; ***Ribbon of Steel Murders***; **Waterloo-St. Jacobs Railway**; 10 Father David Bauer Drive; 519/746-1950; *www.waterloostjacobrailway.com*; 1-B.
Enjoy a "sumptuous" four-course dinner offering a choice among three entrees. One Saturday run monthly, March through September and November, three times in December; one Wednesday matinee monthly, May through October. The run, on streamliners of the 1950s, rolls into the heart of Old Order Mennonite country.

Quebec

81. Hull; ***Sunset Dinner Train***; **Hull-Chelsea & Wakefield**; 165 Deveault Street; 800/871-7246 or 819/778-7246; *www.steamtrain.ca*; 1-B.
Every Friday and Saturday, May 13 through October 22, enjoy a three-course meal, accompanied by fine musical entertainment from a classical repertoire during dinner and local folk music on the return. This operation, near Ottawa, is in the heart of Canada's Capital Region. This train specializes in "renowned" French cuisine.

RUSTY, CRUSTY GP40-2 3279 crept past the moribund New York, Ontario & Western station at Middletown, New York, on rickety branch trackage with NS local HOM on July 6, 1999 (above). **This scene, more than any other, symbolized the death of Conrail, but the fact was that most of "big blue" went out in top-notch condition. Approaching Milepost 2, Middletown & New Jersey No.2 was surrounded by what seemed to be a jungle** (below). **By then the summer heat was taking its toll, and the engineer soon stopped to check the overheated 44-Tonner.**

Continued from page 30

over the Poconos in honor of R&R's 25th anniversary. Despite the high humidity, the sky was remarkably clear and sunny. What could possibly go wrong?

Frank and I hit the road early for breakfast in Port Jervis, New York, and photography of anything we might find there. "Port" is a division point on the Southern Tier, so when there's nothing moving, you can often get lucky and at least find something waiting there for a new crew. Not this time. The only thing in town was the usual fleet of Metro-North/NJT commuter trainsets. Been there, done that, and in much better light with more interesting power (like U34CH's). Our camera bags remained closed for the remainder of the drive to Scranton, Pennsylvania, where our trip awaited.

Much of the Carstens crew was gathering on the platform at Steamtown, including current editors Steve Barry and George Fletcher, as well as fellow ex-staffers Jim Boyd and Mike Del Vecchio. Boyd spotted my big Tamrac photo backpack and chuckled, "Leave it to Kelly to wear a parachute to a train ride!"

With several Steamtown trips already under his belt, Etzel opted to chase and do lineside shots rather than risk being trapped onboard if the scheduled photo runbys got cancelled. Wise move, as we would later learn. Originally billed as a steam double-header over the Poconos, our train had been reduced to one steam engine, Canadian Pacific 4-6-2 2317, because Steamtown needed to do work on Canadian National 2-8-2 3254. Worse yet, we departed Scranton behind a Delaware Lackawanna diesel (at least it was an Alco), with the 2317 scheduled to join us later for the westward return trip. After the lunch stop at Cresco, our train was reloaded and about to depart for Analomink (the turnaround point where 2317 was to couple on) when all of a sudden . . . *Wham!* The 2317 and an accompanying DL diesel met up with us, a bit harder and considerably earlier than was originally planned. Because there were minor injuries, the trip was annulled on the spot, and all of us got a bus ride back to Scranton.

With several hours of good sunlight left and the current Carstens staff focusing their attention on the DL/Steamtown incident, Boyd and I set out in search of railroad action. Just minutes from Scranton, we found some clean CP/StL&H units posed perfectly at D&H's Taylor Yard, but the main line was dead. So was the scanner. "Let's head south to Allentown!"

Radio chatter increased as we closed in on the former Lehigh Valley main, but the sun was dropping fast. Since the Geep-and-slug set drilling Allentown's west end was shaded behind trees, we went immediately to the middle of the yard, where Conrail, NS and leaser units were still in the light. After that, Boyd caught sight of a red and silver BNSF Dash 9 buried deep in the yard's east end and fired off some distant, hand-held tele shots in the dim light. "What's the matter Kelly, this shot ain't good enough for you?" I just sat in Boyd's car grinning and said, "No thanks. I can get these any time I want in beautiful sunlight back home."

Sunlight was gone, though, as we rocketed north across rural western New Jersey toward Newton. Along the way, Boyd showed me all his favorite spots on the former PRR Bel-Del line

AGAINST THE BACKDROP of Middletown's older south side, the M&NJ job motored out of town bound for Slate Hill as photographer Frank Etzel watches from across the track (above). **Conrail SD60I 5653 led CSX train TV8 south across Overpeck Creek at CP5 at 7:20 a.m. on July 7, 1999** (below). **Just behind the 5653 is the concrete counterweight on the Susquehanna's drawbridge spanning the same creek.**

along the Delaware River. Pizza at Dominick's, one of several R&R-approved eateries in Newton, was the perfect end to a day on the road with my old boss.

Lucky Tuesday

July 6th dawned hazy and humid. No end in sight for the Northeastern heat wave, but the post-holiday train traffic was definitely improving. With Frank Etzel as my host again, we drove straight to the old Conrail River Line at Bear Mountain State Park, where CSX now runs the show on the west shore of the Hudson River. At 7:28 we bagged TV22 at Iona Island with CSX GEs bracketing Helm and EMD leasers. At 8:37 we got TVBN at Fort Montgomery (CSX on the point again), followed less than 20 minutes later by MAIL-5 with two CR SD70s. Finally, at 10:27 (thank you, *Trains* magazine), TV102 sailed past Iona Island behind a black Helm Leasing C30-7 and a Conrail Dash 8-40CW. The mile-long parade of maintenance of way vehicles that soon arrived on the scene confirmed our suspicion that the River Line was about to shut down. Time to head west to the Southern Tier.

The scanner picked up NS local HOM as it was preparing to clear the ex-Erie main at Four Story Junction west of Middletown and head south on a branch that's a rickety remnant of the Ontario & Western main. After a couple shots of the HOM creeping down the branch, we jumped ahead to the home terminal of the tiny Middletown & New Jersey where, lo and behold, there was a crew on duty to receive interchange cars from the NS job. Frank couldn't believe our good fortune; the M&NJ is one of those short lines that seems to never be running when the railfans come by.

The immediate surroundings of the M&NJ headquarters and engine house was littered with discarded chemical drums, and the air was thick with the smell of cheap aftershave thanks to the fumes exhausted from the nearby Bell Flavors & Fragrances factory. Inside the M&NJ offices there were newspapers, magazines, and paperwork dating back several decades, all piled into neat stacks reaching halfway to the ceiling. Other trinkets of railroadiana covered the walls. The weirdest sight of all, though, was the pet turtle that was sloshing around in a fish tank that was filled only a couple inches deep with slimy green water.

The friendly M&NJ crew gave us a copy of the chaser's guide they produced for a recent railfan's picnic and filled us in on their operations. They said the Conrail break-up hadn't been treating them well, with two weeks gone by since their last delivery from NS. Frank and I then had an easy chase with M&NJ 44-Tonner No.2 ambling south at barely 10 miles per hour. After they disappeared into the large chemical plant at the end of the line in Slate Hill, New York, we had to make warp speed back to Frank's house to change out of our dusty, sweaty clothes and head down to the monthly meeting of the Jersey Central Chapter NRHS for an evening of slide shows and dinner with good friends I hadn't seen in three years or more.

SHOWING OFF THE SNACK OF THE DAY is R&R managing editor Steve Barry, who couldn't resist buying some Hostess Suzy-Q's at Rich's Deli, a popular railfan (and railroader) eatery alongside the Susie Q near the top of Sparta Mountain at Stockholm, New Jersey (left). Even in the tight confines of NJ Transit's Newark City Subway, photographer "tele" Kelly couldn't resist long-lens compression shots of the PCC cars approaching the Norfolk Street Station (below).

Susie Q and the Subway

For my final day in the East, July 7th, we were going to try and nail something on the Susquehanna and wrap up on the Newark City Subway before my afternoon flight out of Newark International. At first light, Frank and I left his pickup truck in a commuter lot alongside the NYS&W near Oak Ridge, New Jersey, and hopped into Steve Barry's car for the drive east in search of Susie Q action. We were hoping to catch ML401, one of several CSX trains that had been making frequent use of the NYS&W since the Conrail split. (Congestion on the River Line and at Selkirk Yard in upstate New York prompted CSX to divert as many as four trains a day over the NYS&W and NS via Port Jervis, Binghamton, and Syracuse.) Approaching Ridgefield Park, we heard ML401 get instructions to take the River Line instead, and he crossed a bridge right over our heads as we entered Bogota.

Several railfans — including good friend and *Railpace* News Editor Carl Perelman — were gathering at the popular location of CP5, where the River Line and NYS&W both cross Overpeck Creek side-by-side. Rumor had it there was an eastbound Susquehanna somewhere this side of Port Jervis, but for now we were up to our ears with other trains. At 6:42 a.m., SEOI-X rolled south across the bridge, followed by TV-8 at 7:20. Two hot northbounds were then preparing to enter the scene. Symbol Q111 crept out of Little Ferry Yard on the NYS&W, and once it rode the new crossover to the CSX River Line, it became MAIL-5. Its slow movement through the connection gave us time to zoom ahead to CP7 in Bogota for one more shot. Fifteen minutes later, we shot TVBN racing past CP7 right on MAIL-5's heals. TVBN's power consist — a CSX Dash 8-40C and SD40-2 leasers from EMD and Helm — had come south on the TV22 that Frank and I shot at Iona Island the day before.

Steve wasted no time driving us west on a hunt for that rumored Susquehanna train. With nothing in sight and not a word on the scanner for nearly an hour, we pulled over at Rich's Deli, a trackside mini-market near the summit of Sparta Mountain, so Frank could make a phone call to determine the train's whereabouts. NYS&W crews occasionally stop at Rich's Deli (a.k.a. block station "RD") to grab a hot meal for the road. Steve bought a pack of Hostess Suzy-Qs in honor of the occasion. Their name may be spelled differently, but can you think of a better cream-filled snack cake to eat while railfanning the Susie Q?

Thanks to Frank's phone call, we learned that train 252 was changing crews just west of us at Sparta Junction, with a BNSF Dash 9 on the point, no less! I enjoyed several years photographing trains on Sparta Mountain powered by solid sets of NYS&W yellow and mixed lash-ups of leasers, but it was flat-out strange to see one of those Heritage II "pumpkins" from my home in the Pacific Northwest chugging upgrade through the deciduous forest at Beaver Lake. Now it was time for the familiar Susquehanna chase, getting more shots of 252 at Newfoundland, Smoke Rise, Campgaw and Hawthorne.

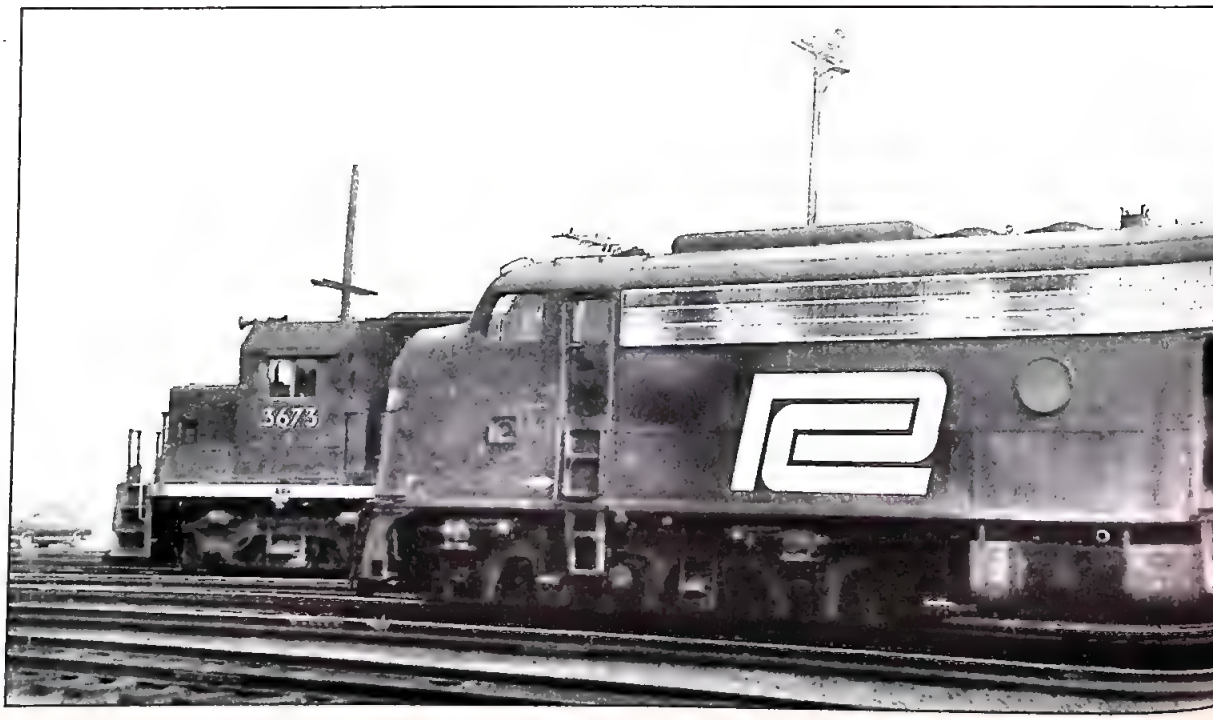
The last couple hours of my East Coast visit were spent on NJ Transit's Newark City Subway. This "subway" actually spends much of its time above ground with little white PCC cars shuttling back and forth through a densely urban environment. Talk about shooting fish in a barrel! Because the afternoon commuter rush was approaching, the subway's schedule increased to the point where PCC's were running barely minutes apart, with the miniature color-light signals cycling from red to yellow to green as fast as they could. Welded rail and doubletrack for trolleys?! This operation is too heavy-duty to be called "light rail."

What better place for three Jersey railfans to grab lunch than at Three Guys Pizza in Newark? Steve and Frank sure knew how to end my East Coast visit on a high note. But oh, how good it felt to escape that hectic, humid world and land that evening in the clear, cool, quiet air of Spokane International. Now, I just need to figure out how to get my fellow R&R alumni to come out and visit my neck of the woods. Should I tell Jim Boyd about the former Illinois Central Geeps that are now working here in north Idaho?

Railfanning on Foot

"This ain't Appalachia any more, Toto!"

text and photography by Ron Flanary



A SOUTHBOUND PENN CENTRAL freight rumbles through Monmouth Junction, New Jersey, on June 12, 1971, led by GG1 No.4889 and another of its classic sisters (above)**. Veteran PC E8 No.4273 shares yard space in Bay Head Junction, New Jersey, with much newer Jersey Central GP40P No.3673 on Sunday, June 6, 1971** (right)**.**

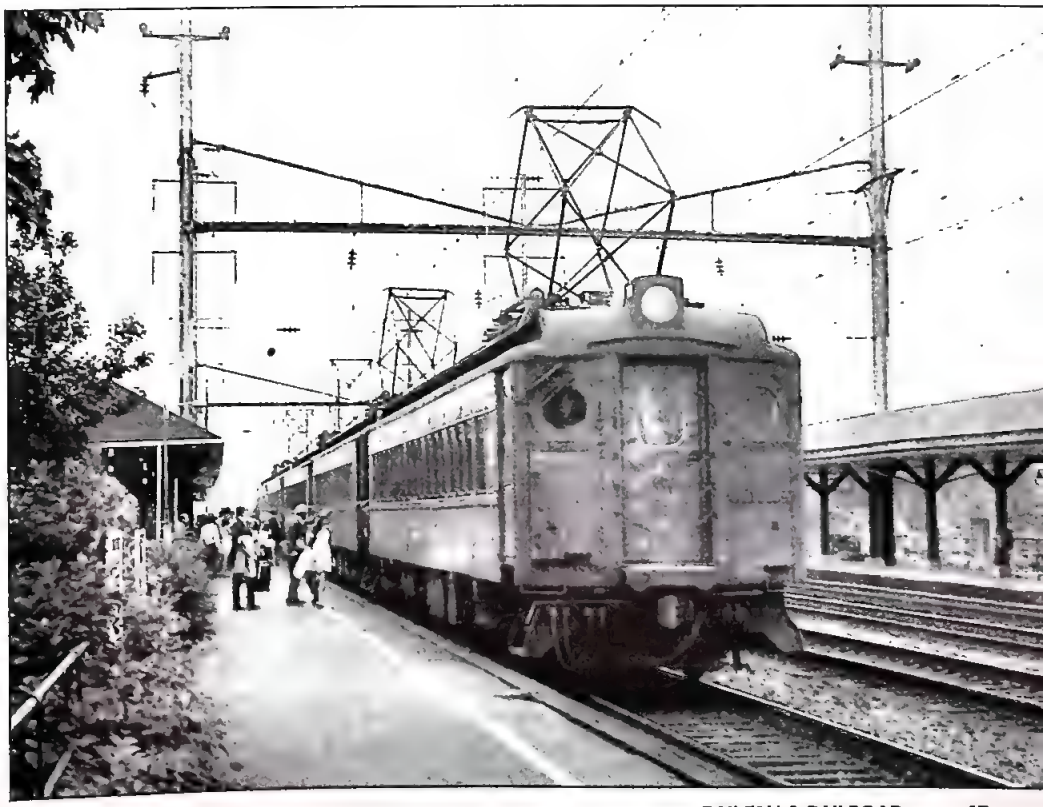
THE ONLY TIME I ever won anything was in 1969, when my number was drawn in the first draft lottery. It was my senior year in college, and clearly I faced an uncertain future following graduation. From the looks of things on the news each evening, 1970 or '71 could well find me in a Vietnam rice paddy.

Despite the high likelihood of receiving the dreaded "greetings from the President" form letter, after graduation the following year I was offered a job with Southern Railway as a management trainee. By October of that year, however, my railroad career was abruptly cut short; I was in Fort Campbell, Kentucky, for basic training. My luck had eroded, but it wasn't totally gone; I was not sent to infantry training, but to Fort Monmouth, New Jersey for ten months of schooling to become an Army microwave communications technician. Somehow the Army figured I had a high aptitude for electronics, despite the fact I had never so much as looked at the inside of any electrical device more complicated than an on-off switch.

Banished to New Jersey

No matter in what situation a railfan finds himself, the thought of flange wheels on steel rails is never entirely out of mind. Thus, the proximity of my location in New Jersey to the storied New York & Long Branch was not lost. I considered myself an adequately-studied follower of American railroading, so I soon found some after duty time to hitchhike to nearby Red Bank to watch the evening parade of commuter trains on the "Long Branch." This was an interesting time for these relics along the North Jersey coast. Former long-haul streamlined passenger cars were replacing the old heavyweight Pennsy P70 coaches, and similarly downgraded E7s and E8s were up front. Jersey Central trains on the same route had recently seen their power upgraded to GP40Ps, but the heavyweight coaches were the same ones once handled by Camelback Ten-Wheelers and heavy CNJ Pacifics. Of course, I had to take all this in as a pedestrian, sans camera. It wasn't much of a life, but it beat staying in the barracks at Fort Monmouth.

These brief snatches of civilian life were further augmented by weekend visits to Princeton Junction. By spring, my parents had mailed an old Argus camera that I had "retired" in 1967, so my pedestrian road trips by thumb started to yield some meager photographic documentation. Just weeks into Amtrak, I stood on Princeton Junction's platforms and photographed GG1s on freight and through passenger runs, grimy E44 electrics on freights, ancient MP54 m.u. cars, and a few of the original Metroliners. Those last named runs tested my shutter release timing just a bit. A six-car Metroliner bearing down at a triple-digit speed



SOUTHBOUND METROLINER No.105 raises up the dust as it roars by Nassua Tower at Princeton Junction, New Jersey, on April 25, 1971. In one week's time, Penn Central will turn these operations over to Amtrak (top). **Wife Wilma snapped a shot of Ron at Princeton Junction in April 1971** (above). **Five venerable ex-Pennsylvania Railroad MP54 m.u. cars — with keystone logos still intact — load passengers at Princeton Junction on June 12, 1971** (right).

AN ABUNDANCE of classic electric motors, hauling both feight and passengers, is in evidence on Penn Central's Northeast Corridor on April 25, 1971. A pair of E44s roll a freight south past Nassua Tower (right). **GG1 No.4937 hauls northbound train No.126, the *Legislator*, through Princeton Junction. The powerful G makes easy work of the 20-car train** (below). **At Monmouth Junction, train No.171, led by GG1 No.4862, is about to be overtaken by a Washington-bound Metroliner** (bottom).

was a damn sight trickier to nail than five coal-dusted L&N RS3s rumbling along at 35 per! The fast moving Metroliners usually brought along a rooster tail of roadbed dust and debris in their wake.

The spring of '71 also brought on marriage (which had been deferred for two years, while we both waited to see how my fate would turn out), my car and a small off-base apartment. With more mobility (and an attractive companion!), I did a bit more photography before Wilma and I eventually bade farewell to scenic New Jersey (actually, it wasn't all that bad).

Headin' West

And so it came to pass that in the fall of 1971, I was standing at the main gate of Fort Huachuca (also pronounced "We Gotcha"), Arizona. I was the newest addition to the U.S. Army's 11th Signal Group. Along with my fellow soldiers, we made do

in the Sonora desert, avoiding the scorpions and rattlesnakes, while holding off a possible Mexican invasion with an M-16 rifle on one hand, and a cold beer in the other.

Again, I appraised what I knew of the surrounding railroad world. I knew SP's Sunset Route was not too far to the north, but my earlier problems had returned: no car and no camera. After finding an off-base mobile home (actually, that's a rather generous description; it was actually a "trailer"), I would later go home to Virginia over the Christmas holidays and return with my wife, Wilma, and my automobile (a '69 Pontiac Lemans). The mostly unreliable Argus was replaced with a new Yashica, purchased in the PX ("Post Exchange" for you non-military types). But for now, I was again railfanning on foot.

I resorted to my thumb once again and headed for Route 90 at Sierra Vista, the community that built up around Fort Huachuca's main gate. Some 30 miles later, I climbed down from the semi that gave me a lift to the interchange just west of Benson. I-10 wasn't yet finished through town, so all through traffic was still winding its way through the small business district.

Benson was a dusty little desert town. (Was this place named for Ted?) The SP depot still stood, but it looked like it was used for maintenance-of-way storage only. First train by was No.2, the eastbound *Sunset*. Even though this was several

SEVEN MONTHS INTO AMTRAK OPERATION, train No.2, the *Sunset*, still looks like a Southern Pacific train as it makes its way through Benson, Arizona, on December 7, 1971. Lead FP7 No.6447 was built for SP in 1953 and later wore Amtrak Nos.111 and 375 (above)**. With U33C No.8632 in charge, an eastbound SP freight gets underway at Benson on December 17, 1971, after pausing to pick up a locomotive set out by an earlier train** (right).

WITH SEVEN UNITS ON THE HEAD END, including U30C No.7902 on the point, a heavy westbound eases down the long grade from Dragoon, Arizona, on February 21, 1972. From here, it's upgrade for ten miles to the top of the "hill" at Mescal (right). **What was once expected on the rear of every American freight train is now history: An orange-and-brown SP caboose tails train 9119 West at Benson, Arizona, on March 11, 1972** (below).

months into Amtrak, the train was still all-SP equipment, from the red-nosed FP7s up front, to the sleeper on the rear. The railroad was busy, too, with something like six freights before I walked back to the interchange and caught a ride back to the base.

There's no way for the current generation of railfan photographers to appreciate the limitations of railfanning the West on foot. It's impossible to move around a few miles to get a better angle, or take advantage of improved lighting somewhere over the distant hill or around the bend. Chasing a train is out of the question. Lastly, there's no way a sane person would venture far from the limited civilization of the desert to catch a more majestic scene.

By early 1972, I was again a whole person, with Wilma, car and camera (but limited finances). There were a few other trips to Benson to catch SP's "Flare" 45s, even UP E-units on the *Sunset* (which was increasingly a mixed bag of equipment in this, Amtrak's "rainbow" era). These weren't exactly intense missions to take great train photos, but excuses to get out of a uniform and see something besides the inside of an Army base.

Eventually, and thankfully, my Army career ended, and I returned to work for Southern Railway at Somerset, Kentucky. My home in the Appalachian region was a far cry from the fast-moving GG1s and E-units of New Jersey, and the SP Sunset Route freights of southern Arizona. And while my luck in being drafted was bad, my luck in avoiding those Vietnam rice paddies had been tremendous!

One day I may go back to Princeton Junction, and even Benson, even if those classic trains of the early '70s are history. In retrospect, it was a long way from Appalachia to both of those areas! ⊂

AMTRAK'S MIX-AND-MATCH "rainbow era" is portrayed on February 21, 1972, as former Union Pacific E8 No.929 leads former Southern Pacific flagship train No.2, the *Sunset*, through Benson, Arizona (above). **The going-away shot of this train further illustrates the era, with Santa Fe sleepers mixed in among more familiar SP cars** (below). **At the Benson depot, Ron's wife, Wilma, wonders just *when* they're going to leave** (left). **They're now equipped with wheels: That's his '69 Pontiac LeMans at the far end of the depot.**

JOHN LEOPARD

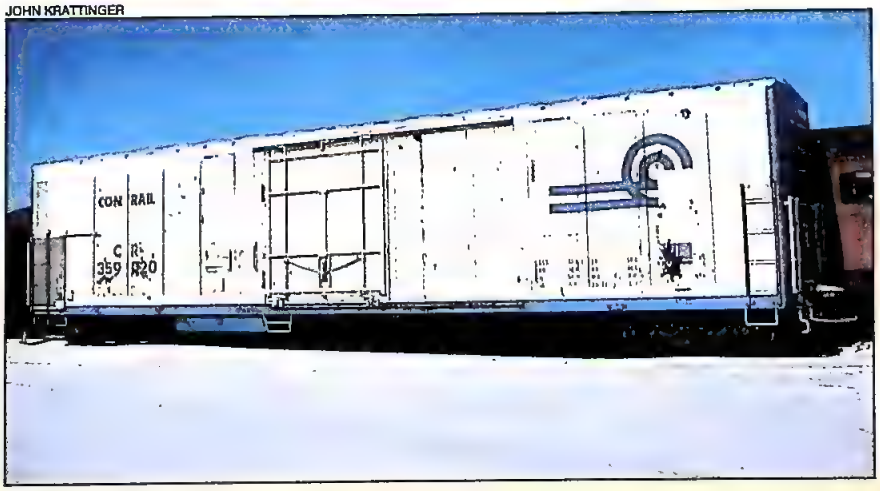
Winter Ore Trains Return

With the annual shutdown of Great Lakes shipping in the Duluth-Superior area due to winter time ice conditions, Wisconsin Central and Duluth, Missabe & Iron Range team up to move taconite ore pellets between the Isplat-Inland Steel Company near Virginia, Minnesota, and the WC ore docks on Lake Michigan at Escanaba, Wisconsin. The moves typically occur between January and mid-March, with one 90-car train loaded each day. An empty movement symboled OESST (Ore Escanaba Steelton) crosses the Jump River near Catawba, Wisconsin, on WC's Bradley Subdivision on January 26, 2000.

One-of-a-Kind Reefer Ends Tour

Former Conrail mechanical reefer No.359020, now owned by the Conrail Technical Society, finally arrived at its new home at the Danbury Railway Museum in Danbury, Connecticut, in mid-January, following a seven-month (unplanned) tour of the CSX and Norfolk Southern systems. After leaving Conway, Pennsylvania, the car bounced between Elkhart, Indiana, and Ashtabula and Cleveland, Ohio, for months. An attempt was even made to send it to Modesto, California, the last place it had been loaded several years earlier. The unique car was rebuilt at the Hollidaysburg car shops in the early '90s as a prototype to test global-positioning satellite equipment. The car is seen in Danbury in January 2000.

JOHN KRATTINGER



DARRELL WENDT

Planes on Trains

BNSF's Hobson Yard in Lincoln, Nebraska, has become a part of Boeing's production line, serving as a temporary home for 737 fuselages. The pre-assembled fuselages are transported from Boeing's plant in Wichita, Kansas, to Lincoln in tri-weekly dedicated trains. At Lincoln, they are held for forwarding as needed to Boeing's Renton, Washington, plant. The $1.2 million fuselages are transported on specially-built 89-foot flatcars outfitted with a protective "brush guard" and an attached trailing car carrying the airplane's vertical fin and horizontal stabilizer. A pair of 737s are seen in Lincoln on February 19, 2000.

Conn River Line Redux

After lying dormant four-and-a-half years, the former Boston & Maine Connecticut River Line between Wells River and White River Junction, Vermont, has a new lease on life. The State of Vermont purchased the 41-mile line and awarded Vermont Rail System a contract to rehabilitate and temporarily operate the trackage. VTRS put the repairs into high gear, reopening the line sooner than expected. The first movement occurred on February 16, 2000, when VTRS sent Green Mountain GP9R No.804 over the line with president Jerry Habda aboard for en route meetings with potential customers. The Geep is seen at Ely, Vermont, on that first run. The state expects to award a long-term operating contract within six months.

IAN CLARK

E.N. GRIFFIN

Rock E's Roll

With the completion of cosmetic work on E6 No.630, Baldwin City, Kansas, tourist hauler Midland Railway now rosters two ex-Rock Island E-units in full *Rocket* paint. When mechanical repairs to No.630 are completed by this summer, the E6 will join E8 No.652 in operations on the railroad's tourist trains, as well as future dinner trains. The units — the last Rock E's in existence — were coupled together and posed in Baldwin City on February 6, 2000. See the September 1999 R&R for more on the Midland Railway.

FRED JONES

Hudson-Bergen Light Rail Ready

NJ Transit is gearing up for the opening of its new Hudson-Bergen Light Rail Line, the first segment of which (between Bayonne and Jersey City) is set to open this spring. The new LRV's are currently in service for testing and operator training. One of the new articulated cars is seen at Hudson and Essex Streets in Jersey City in January 2000 (**left**).

MARK MAUTNER

Making Room

With four digits numbers at a premium on Union Pacific's growing roster, the railroad has begun to renumber and reletter 673 locomotives assigned to yard service. The units will be given the reporting mark "UPY" (for yard), with about half given new three digit numbers. UPY GP15-1 No.641 shows off the new markings in East St. Louis, Illinois, on February 15, 2000 (**above**).

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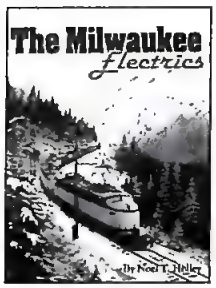
New product news and reviews

BOOKS

The Milwaukee Electrics

By Noel T. Holley. Published by Hundman Publishing, 13110 Beverly Park Road, Mukilteo, WA 98275; 800/810-7660. 304 8½"×11" pages; $49.95 plus $4.00 shipping. Limited signed & embossed edition $59.95 plus $4.00 shipping.



In March of 1980, the Milwaukee Road abandoned its fabled Lines West from Miles City, Montana, clear to Puget Sound. Twenty years later, Hundman Publishing celebrates the anniversary of this great loss with a high-quality reprint of Noel T. Holley's 1987 book dealing with the very subject that earned the Milwaukee so much fame — its electric locomotives.

Holley's extensive research into the Milwaukee electrification is presented in well-written and often exciting chapters on the early GE motors, Steeplecab switchers, Bipolars, Westinghouse motors and, of course, Little Joes. In addition to covering electric motive power, Holley discusses the Milwaukee Road's construction, its snowplows, the electrical distribution system, operations on the unelectrified "Gap" between Othello and Avery and the economics and corporate maneuvers that finally led to the company's demise.

It's well-known that the Little Joes were so named because they were built for export to Russia when it was under the rule of Joseph Stalin, and that the Cold War suddenly forced GE to find new buyers. But Holley goes much further and explains how GE designed the Joes specifically for high-speed service on the moderate grades and wide gauge of the Soviet Railway, and how this almost kept the Milwaukee from buying twelve of the engines for service on its steep mountain districts.

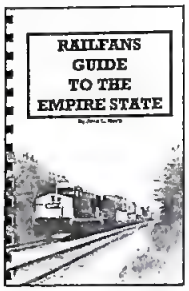
Even in its pre-diesel years, the Milwaukee seemed to attract as much railfan interest as its Northwest competitors, but when it was learned that the electrification was soon to be phased out in the early 1970s, photographers from far and wide converged on the remote corners of the Cascade and Bitterroot mountains to document on film the literal end of an era. This book boasts hundreds of excellent photos, 16 of them in color, from the cameras of Benson, Curtis, Dorn, Farrow, Griffiths, Hastings, Kooistra, Nixon, Patterson, Steinheimer, Wing and many others. There are roster and detail shots to keep the rivet-counters happy, and plenty of scenic action views to show us Milwaukee electrics and diesels doing battle in the mountains.

The book closes with some dramatic first-person accounts of working on the Milwaukee, plus an illustrated technical appendix covering electric loco wheel arrangements, traction motors, regenerative braking, pantographs, tractive effort and tonnage ratings, rosters, scale drawings for substations and overhead suspension systems, track diagrams, timetables, and more.

Whether you're a hardcore motive power buff or a recreational railfan planning to mountain bike the old roadbeds over Snoqualmie Pass or St. Paul Pass, *The Milwaukee Electrics* is highly recommended. — *BRUCE KELLY*

Railfan's Guide to the Empire State, Fourth Edition.

By John C. Mech, P.O. Box 8764, Albany, NY 12208. 154 5½"×8½" spiral-bound pages; $27.00 postpaid.



As the rail scene changes, guides of this type are an essential asset to any railfan. *The Railfan's Guide to the Empire State* comes complete with detailed directions on how to get from Point A to Point B with the least amount of effort, and identifies some of the state's better photography vantage points (with proper attention paid to sun angles). All of this detail makes this guide a needed acquisition.

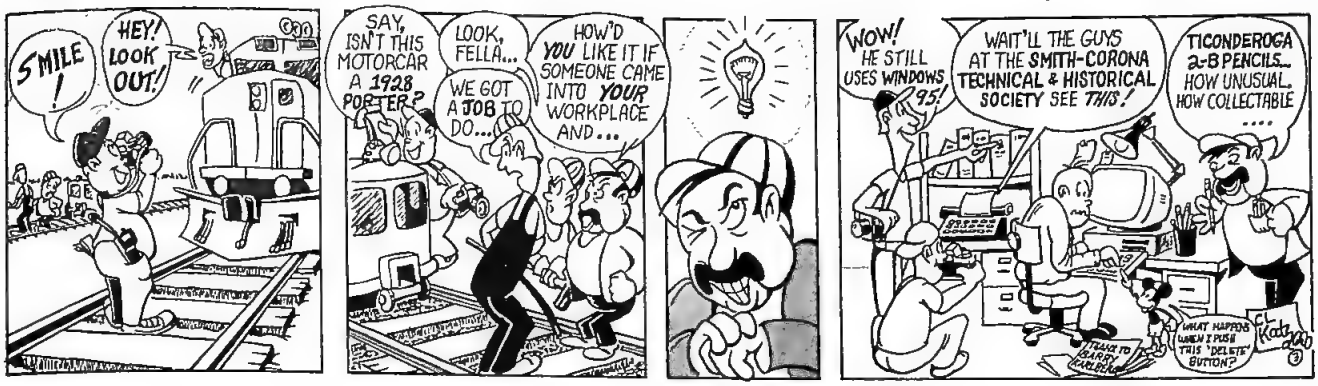
In addition to details on railfanning the state's busy main lines, excellent coverage is given to the state's 21 short line operations and locomotives. Radio frequencies are included, with descriptions of which channels are used for which service. A number of handy maps are scattered throughout the book as well.

A detailed listing of industrial locomotives and their locations is included, along with descriptions of each operation, and notes on which major railroad serves the industry. Another section lists preserved equipment in New York State, along with descriptions on the tourist railroads and museums operating in the Empire State.

The final section of the book is perhaps the most helpful, as it lists about a dozen train-watching locations from the semi-rural (Voorheesville Junction) to the ultra-urban (138th Street in the Bronx). Each has complete directions on getting there by car (and train or bus, if possible), plus it includes approximate train frequencies, recommended times of day to shoot and industrial operations in the immediate vicinity. This section alone will save you the price of the book in gas.

Design-wise, the guide is laid out similarly to the highly respected *Canadian Trackside Guide*, and is very user friendly. The track diagrams of major yards and shops are a welcome addition.

This guide is sure to be a much-used resource, and being of a smaller format, it will fit into most camera bags. And since it's spiral bound, it will stay open to the page you want for quick reference while driving. — *KERMIT E. GEARY, JR.*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Lineside Legacy

Preservation and restoration news

by JEFF TERRY

Henry Ford Museum

THE HENRY FORD MUSEUM at Dearborn, Michigan, will dedicate its newly-built six-stall roundhouse on June 10, 1999. The new building is a reconstruction of the Detroit, Toledo & Milwaukee's facility that once stood at Marshall, Michigan, and is unique in that it incorporates several portions of the original structure (built in 1884) that were salvaged and saved by the museum in 1991, including 18 cast-iron windowsills, five support columns, and major components of five roof trusses.

The Henry Ford Museum had been searching for a suitable roundhouse and shop for quite some time to serve the needs of its operating steam railroad, which runs through the grounds of the museum's Greenfield Village. A former Pere Marquette turntable from Petoskey, Michigan, was acquired and installed on the property in 1988, and serious negotiations to acquire the roundhouse at Marshall began in 1991. Although the museum wasn't able to save the structure in its original form, exhaustive research was done before it was dismantled, including the preparation of several drawings to aid in its reconstruction at Dearborn.

And it's nice to know that the Marshall roundhouse hasn't been reconstructed at Henry Ford just for show. The museum has spent several years acquiring a variety of railroad repair machinery that soon will be used on a daily basis to maintain the Greenfield Village Railway's fleet of steam locomotives. Some of the more significant pieces incorporated into the backshop include a 1930s Betts-Bridgeford axle lathe which was acquired from the Michigan Trust for Railway Preservation (operators of Pere Marquette 2-8-4 No.1225); a 1914 Niles driving wheel lathe; a 1915 Niles wheel press acquired from the Illinois Railway Museum and a 1915 Morton Draw-Cut Shaper (for making locomotive axle bearings).

Visitors to the roundhouse first visit the backshop and view the machinery, then look over the interior from high atop an overhead mezzanine. Michigan Central 4-4-2 No.254, a 1902 Alco, is displayed in one stall and available for close-up viewing, including a look underneath from an inspection pit. Tours conclude with the roundhouse support structures, which include a wash pit, water tower, ash pit and the aforementioned turntable.

At the present time, the Greenfield Village Railway's steam locomotives occupy four of the building's six stalls. Currently the railroad is midway through the overhaul of an 1897 Baldwin 4-4-0, formerly Detroit & Lima Northern No.7, which will soon join the operating fleet. This locomotive was acquired by Henry Ford in 1921 after the D&LN was folded into Ford's own Detroit, Toledo & Ironton Railway, and for many years after was fired up for special events at Ford's Rouge plant in Dearborn. It was retired and placed on permanent display at the museum in 1932, but before that happened, the engine was backdated to its Baldwin "builder's photo" appearance with several minor modifications, including a blue steel boiler jacket, draw-filed rods and a box headlamp.

When the need arose for another steam locomotive to use on the railroad three years ago, the 4-4-0's boiler was opened up for inspection and the results looked favorable towards a return to operation. Subsequently, a hydro test was performed, and the boiler was issued a certificate by the state of Michigan. Right now No.7 is being prepared for new flues, and possibly a new rear flue sheet. The running gear is in good condition and won't require much work before it can operate. When it enters service, No.7 will be correctly painted and lettered for the Detroit & Lima Northern.

No.7 joins another operable 4-4-0 American-type at Greenfield Village, the *Edison*, which was constructed by Ford in 1932 using major portions of a Manchester-built 0-4-0, vintage 1870. The locomotive had masqueraded as "Lake Shore & Michigan Southern No.1" up until 1972 when it was removed from display and repaired for operation, and over the past three decades it has been a regular performer on the museum's 2.5-mile loop. During the last two decades, the *Edison* has been rebuilt with a larger cab, a taller stack

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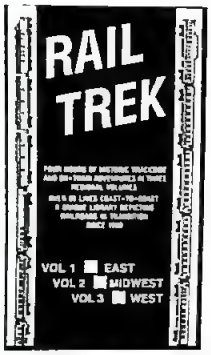
RAIL TREK



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RAIL TREK - Vol I: The East - 102 Minutes

Visits to Pittsburgh, Kenova (coal train heaven!), Marion, Birmingham (see the manual track swing gate), Albany and more - Ride PA-powered inaugural "ADIRONDACK", study the downward spiral of the NEW ENGLAND STATES" from 1960, sample the New Haven, ride the Turbo head-end, plus B&O, C&O, SOU, SCL, N&W, E-L, PC, shortlines (e.g. Rahway Valley) - a wealth of goodies !!

RAIL TREK - Vol 2: The Midwest - 90 Minutes

40 railroads make up this middle volume as we visit the various Chicago stations, St Louis, Kansas City, New Orleans, along with Savanna, IL, Sioux City, IA, and so many more! Ride the KCS "Southern Belle", L&N "Pan American", and the Burlington "American Royal Zephyr" remnant. See South Shore Little Joes in the street, pace the Iowa Terminal, enjoy a U.P. Dome Diner. Visit Champaign and Effingham, IL, and see colorful images from Amtrak's first days. Great Stuff !!

RAIL TREK - Vol 3: The WEST - 104 Minutes

"California Zephyr", "City of Los Angeles", "Super Chief" and other great transcontinental runs of the 1960s await in this final tape, which also takes you to Sherman Hill, Tehachapi Loop (and a perfectly-timed sequence you must see to believe!), Avery, ID home of Milwaukee electrics, the Front Range with Rio Grande Ski Train (NP heavyweight coaches) after a major snowfall, Palmer Lake action, U.P. #8444 fighting 100 MPH gusts on an incredible outing, the GN "International" and so much more!

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and new pilot, which replaced a much larger wooden affair installed by Ford craftsman. Today it's a good-looking, reliable machine.

Another engine that has seen much service at the museum is Hecla & Torch Lake Railroad No.3, the *Torch Lake*. This unique 0-6-4T Mason-Bogie was built in 1873 by the Mason Machine Works (to 49-inch narrow-gauge) and was donated and moved to Dearborn in 1969. At first backdated with a garish diamond stack and cowcatcher, the little *Torch Lake* has since been restored to its 1910 appearance (which is when it was converted to standard gauge by the Calumet & Hecla Mining Company). At the present time the 0-6-2T is in the shop receiving some needed work, including the replacement of the upper bogie casting (the original was found to be broken) as well as other needed repairs. This year *Torch Lake* celebrates her 127th birthday, and the museum is justifiably proud in claiming that the engine is "the oldest regularly-operating steam locomotive in the United States."

The fourth engine on the Greenfield Village roster is Detroit & Mackinac 0-6-0 No.8. It was outshopped by Baldwin in 1914 for Michigan Alkali, and later worked for Huron Portland Cement before its acquisition in 1969 by the D&M. The president of the railroad had it restored in the 1970s for use on employee specials and eventually donated it to the Henry Ford Museum in 1979. That year, No.8 left the Detroit & Mackinac and ran from Tawes City to Dearborn under its own power, although it has not been steamed since.

Besides the locomotives used on the operating railroad, there are several others on display that are worthy of mention. The largest in the collection (and the most popular with guests, I'm told) is C&O No.1601, one of the road's massive 2-6-6-6 "Allegheny" types. The 1941 product of Lima is in excellent condition, having been displayed indoors at the museum since 1956. Nearby is the *Satilla*, a 4-4-0 built in 1858 by Rogers for the Savannah, Albany & Gulf and an 1893 replica of the *DeWitt Clinton*. The Bessemer & Lake Erie is represented by chunky 2-8-0 No.154, which was acquired from the Illinois Railway Museum several years ago. Rolling stock on display includes several wood passenger cars, a 1923 Canadian Pacific snowplow and a 1925 DT&I caboose.

The exhibits at the Henry Ford Museum can be seen during regular museum hours, 9:00 a.m. to 5:00 p.m. daily except Christmas and Thanksgiving. Greenfield Village requires a separate admission and is open daily from April 2nd to the end of December. Steam trains run all summer long. Check out their website at *www.hfmgv.org*. Thanks to Andrew K. Johnson and John Scott of the Henry Ford Musuem.

Update on ACL 143

Work continues on the cosmetic restoration of Atlantic Coast Line 0-6-0 No.143 at Fort Meyers, Florida (see LINESIDE LEGACY, February 1999). Mike Mulligan, of the Railroad Museum of South Florida (the group that owns the locomotive), sends word that the tender has been rebuilt by Great Atlantic Boiler Works of Jacksonville and has rejoined the locomotive at its display site at Lakes Park. The tender rebuild cost approximately $24,000. More funds are needed to complete the restoration of the locomotive itself. The museum was recently awarded another matching grant by the State of Florida, Division of Historical Resources, in the amount of $21,625 which will be used towards the project. Thanks to Mike Mulligan.

Olomana visits Pennsylvania

Waimanalo Sugar Company 0-4-2T No.3, the *Olomana*, has been loaned to the Railroad Museum of Pennsylvania by its owner, the Smithsonian Institution. The former Hawaiian sugar-cane hauler was constructed by Baldwin in May 1883 and first carried the name *Puaalii*. The locomotive spent all of its working life on the island of Hawaii hauling carloads of sugar cane from the fields to the refineries

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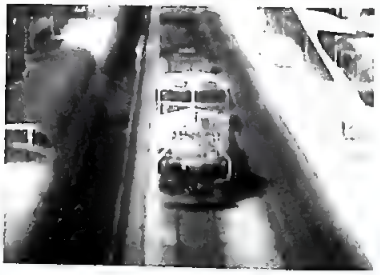

of the Waimanalo Sugar Company, finally being retired after World War II. Noted railroad author Gerald M. Best purchased the *Olomana* a few years later and moved it to California in 1951, where the engine was restored at the home of Disney animator Ward Kimball for use on Kimball's "Grizzly Flats Railroad." In 1977, Best donated the beautifully-restored (and fully-operational) engine to the Smithsonian where it was placed on static display in the Railroad Hall alongside other steam-era artifacts. The engine will remain on display at the Railroad Museum of Pennsylvania — which celebrates its 25th anniversary this year — through the end of December.

Everett No. 11

Former Everett Railroad 2-6-2 No.11 is returning home after an absence of some 29 years. The chunky Prairie-type last made news in 1965 when the South Pennsylvania Chapter NRHS put the engine to work hauling tourists over the common-carrier Everett Railroad, which operated out of the road's namesake town in Pennsylvania over rails once owned by the Huntington & Broad Top Mountain.

No.11 is somewhat of an oddity, having been constructed by Baldwin in 1909 to an antiquated design with 48-inch drivers, slide valves and Stevenson valve gear. It first worked for McKell Coal & Coke Company's Kanawa, Glen Jean & Eastern Railroad in West Virginia, before being acquired by famed Kentucky short line Morehead & North Fork. Today it's a derelict, having never turned a wheel at Williams Grove Steam Association, where it has been stored since 1971.

Once it has been refurbished, No.11 will go on display next to the Everett passenger depot — now part of a growing retirement complex. The rails that the 2-6-2 once ran over have long since been abandoned and torn up, and as such, there are no plans to return No.11 to active service. The move from Williams Grove will be accomplished by truck.

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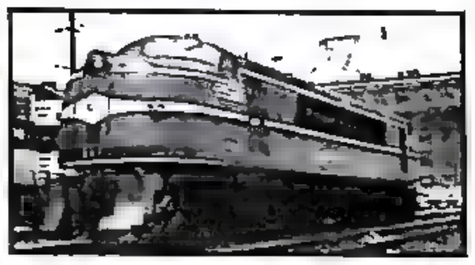

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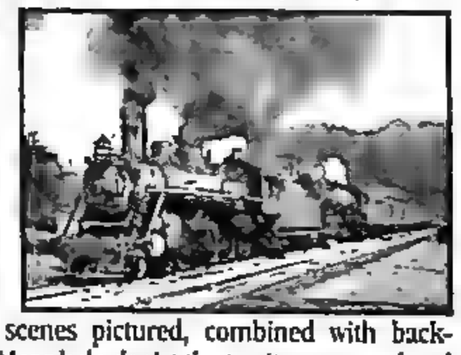

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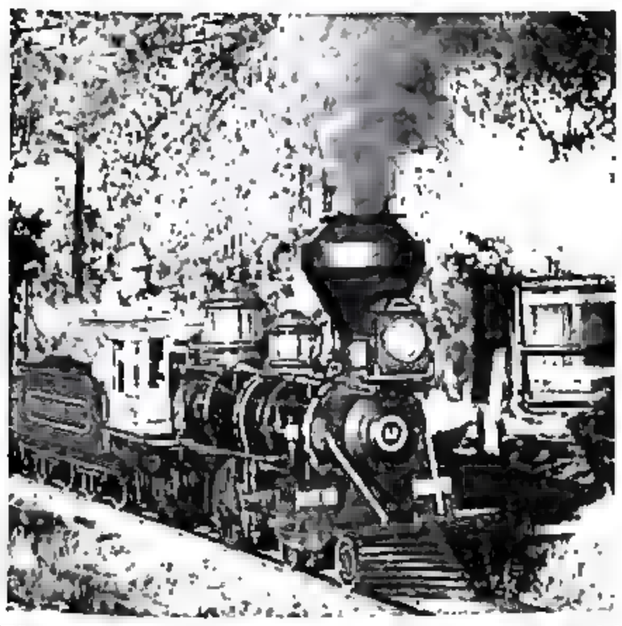

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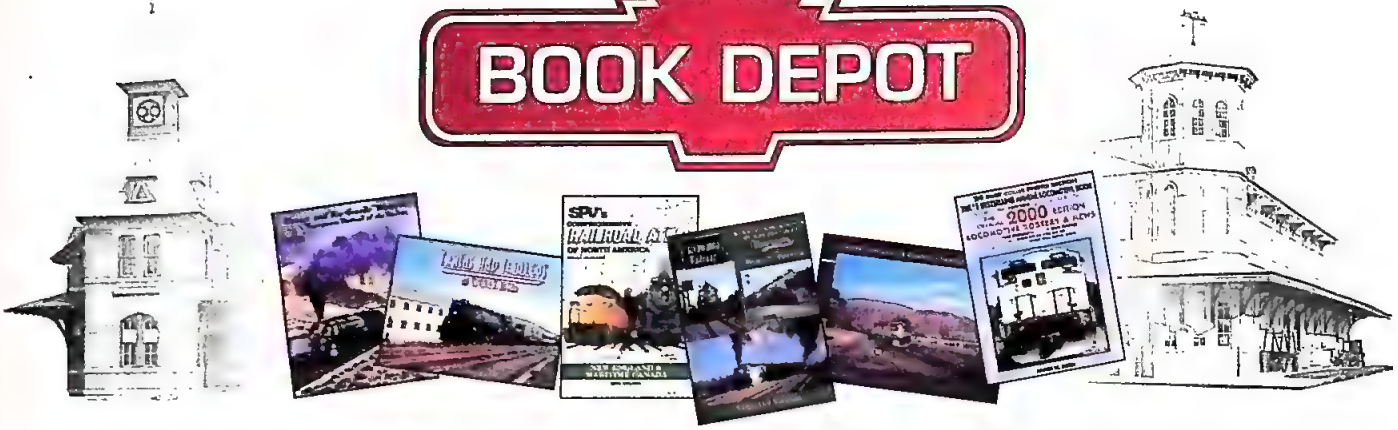

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MUNI trolleys to

OCTOBER 8, 1999, was Fleet Day in San Francisco, the time when the city honors the U.S. Navy. On that day there was a preview of the full F-line trolley service to Fisherman's Wharf. The official opening date for the service occurred later, on March 4, 2000.

On October 8th a number of historic cars were on display in the Wharf area. Lined up first was No.1, the historic first trolley of the Municipal Railway. Overhead wire was not yet complete along a portion of the mid-Embarcadero, so historic MUNI work car No.C-1 used its diesel generator to pull each car along the unwired section to North Point Street. At this point, the trolleys then put up their poles and ran under their own power for the rest of the trip. Lined up after No.1 were Blackpool, England, open top "boat tram" No.228; MUNI car No.130; 1948 MUNI double-end PCC No.1015, which is painted in Illinois Terminal livery; and newly-arrived 1928-vintage Milan, Italy, Peter Witt tram No.1556.

According to MUNI General Manager Michael Burns, when the F-line is extended past the TransBay terminal, the No.2 Clement motor coach and the No.6 Parnassus trolley coach lines will be moved to the TransBay terminal. So far there are no plans to remove the streetcar tracks at the terminal. According to Mr. Burns, the proposed G-line that would offer historic trolley service into Golden Gate Park is on the back burner until the new Third Street light rail line is built. The same delay is in force for the idea of renewing rail service on Geary Street. Mr. Burns said that Geary rail service would have to wait until after completion of phase two of the Third Street line; this involves a light rail subway under the downtown portion of Third Street and the north end of Chinatown. Many thanks to the Inside Track of the Market Street Railway (870 Market Street, Suite 984, San Francisco, CA 94102).

Dallas ponders rail extension

The Dallas Area Rapid Transit may be a victim of its own success in attracting passengers on its initial starter line service. A number of outlying communities are clamoring for expansion of light rail service as well as initiation of diesel-powered rail commuter service. Will the rail line be extended to a planned sports arena, provide service to the hospital district along Harry Hines Boulevard and serve Love Field? Should the line extensions run straight north from downtown Dallas, or should light rail extensions run more to the north and west? Garland, Farmers Branch and Rowlett are all expecting service within the next ten to 15 years, and most would prefer service sooner. There may even be sufficient support for expansion of the rail system to generate support for a bond issue. At the present time, the Dallas Area Rapid Transit is on a pay-as-you-go basis, limited by collection of annual tax revenues. Years ago voters rejected a bond issue that would have speeded construction. Many thanks to Mike Murray for the news.

Pasadena Blue Line Manager

Congratulations are in order for Rick Thorp. Beginning in the fall of 1999, Thorp became the chief executive officer of the Pasadena Metro Blue Line Construction Authority. Experienced in light rail construction in Salt Lake City and San Diego, Mr. Thorp now has the job of completing the light rail line between Pasadena and Union Station in Los Angeles.

The Blue Line Pasadena construction project was begun by the Metropolitan Transportation Authority. Unfortunately, the MTA has earned an unenviable reputation of messing up everything it touches. After spending about a quarter of a billion dollars on the light rail line, the MTA threw up its hands and quit. When complete, the Pasadena line will be 13.7 miles long and it can be completed for just another $434 million. Thanks to Frank Bauer for the news.

PCC cars in the news

You have already seen in this space the word that the last PCC cars have run in Pittsburgh with the closing of the Drake line. Paul Skoutelas, chief executive officer of Port Authority Transit, noted that the maintenance costs of the last PCC operation was mounting steadily and it was very difficult to maintain the cars because of the scarcity of replacement parts. The 47D Drake route also had very low ridership, so it was thought impractical to keep on operating the PCC's, which began to serve Pittsburgh in 1936. The story is different in Boston, where September 14,1999, saw an inaugural run of rebuilt Boston PCC cars. Using the Blue Line rapid transit shops, MBTA is in the process of completely rebuilding the remaining cars. Car No.3265 was the first to be completed.

The MBTA plans to restore eleven PCC cars of the 3200 series, which are assigned to this extension of the Red Line rapid transit from Ashmont to Mattapan. The rebuilding is not cheap, with a price tag of about $400,000 per car. These cars are products of Massachusetts, having been built in 1945 and 1946 by Pullman-Standard at its factory in Worcester. In a previous rebuilding, the cars got sealed windows and forced ventilation systems.

If you want to see the Boston PCC's, the

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

Fisherman's Wharf

Mattapan line is entirely on the surface on private right-of-way, and the cars are stored at the Mattapan yard. There has been a facility and track rebuilding program on this line recently. Thanks to Harold Geissenheimer for the news.

SEPTA expands commuter service

Beginning in late November 1999, the Southeastern Pennsylvania Transportation Authority added a new terminal point to its route R5 Paoli-Downingtown line service. Some trains now run beyond Downingtown to Thorndale, though not all trains have been extended. With Chester County's population increasing significantly in recent years, the trains that operate beyond Paoli to the west are moving about 3000 passengers each day. It is expected that the Thorndale addition to R5 service will further increase those ridership figures, and take some pressure off congested local highways. Thanks to Homer McDansie for the information.

The Portland cars

The downtown trolley is now under construction in Portland. The cars to serve the new line are being built by Skoda and marketed in the United States by Inoken. This Skoda is not the same firm that allied itself with AAI Corporation as a part owner of Electric Transit, Inc. Electric Transit has just completed delivery of 57 trolley coaches to Dayton, Ohio, and has a contract with San Francisco to supply new trolley coaches. The double-ended cars for Portland will seat 41 persons and have room for 90 standees. The three-section articulated cars, however, have a range of total capacity from 131 to 221 passengers. Many thanks to Van Wilkins for the news.

Coopersville, Michigan, interurban

The next time you are in the western part of Michigan, stop by Coopersville to see the restoration carried out on an interurban car from the old Grand Rapids, Grand Haven & Muskegon Railway Company. The 1901-vintage car has been undergoing restoration by a group of volunteers led by Jim Budzynski. The car was named *Merlin* and was No.8 on the railway system. The car had a checkered history after the railroad went bankrupt in 1928. *Merlin* served as a diner, then became a house and, finally, had become a dump and a home for various wildlife, including termites. The car is to be on display next to the interurban station in Coopersville, which houses the Coopersville Area Historical Society Museum. Thanks to John Spychalski for the information.

Flashes

In **PITTSBURGH**, Port Authority Transit is planning to eventually extend light rail service to the north side of the Allegheny River. Engineer Chuck McKelvy is proposing a route that would see the line link the new stadiums, the convention center, downtown Pittsburgh and Station Square. McKelvy would also run the line by the tourist district, which includes a number of nightclubs. McKelvy proposes that the new light rail line run from the Penn Park T station parallel with the east busway into the "strip" and then loop around down Smallman Street, cross the Allegheny River on the Fort Wayne Bridge, and then run south to the new stadia. Thanks to Jim Cerny for the news.

The **SAN DIEGO ELECTRIC RAILROAD ASSOCIATION** hopes to restart passenger service on the Coronado branch line, which connects National City with Chula Vista. The track, long out of service, was cleaned up and a trial run was made over the line in November 1999. No word yet on the future of the proposal. Thanks to Douglas I. Duncan for the information.

The **CHATSWORTH, CALIFORNIA,** rail station and childcare center should attract the attention of all persons managing rail systems with station structures. The fact that the Chatsworth station includes a child care center means that it will be very attractive to parents on their way to work, which in turn makes taking the train even more attractive. For more information, contact Chatsworth Rail Station, 10040 Old Depot Plaza Road, Chatsworth, CA 91311. The station serves Metrolink commuter trains, Amtrak and Metropolitan Transportation Authority bus routes in the western San Fernando Valley.

Linda Hancock-Ross, director of communications for the Bi-State Development Agency, says that much progress has been made on the St. Clair County, Illinois, MetroLink extension in the **ST. LOUIS** area. Rail is now being installed and many bridges and retaining walls are complete. Park-and-ride lots are being developed. By the time you read this, work on the traction power system will be underway and installation of the signal and train control and communication systems are moving along.

Dennis McNeil reports that **KENOSHA, WISCONSIN,** is about to bring back the electric streetcar. The city has purchased PCC cars from Toronto. The new Kenosha electric railway will run on a two-mile line from downtown to form a link with the station for joint Metra commuter rail service to Chicago. The line is being built on lakefront land that was abandoned by the Chrysler Corporation for automobile manufacturing in 1988.

In November, the Sound Transit board in the **SEATTLE** area unanimously selected a route that will run from the university district in the north, through downtown Seattle's transit tunnel, to West Lake station. From West Lake the line will go to south McClellan to Boeing Access Road, to Tuckwila, and will terminate at SeaTac airport. The board hopes to extend light rail service to the Roosevelt neighborhood and to the Northgate transit center in the first phase of development. Thanks to Carl Edd for the news.

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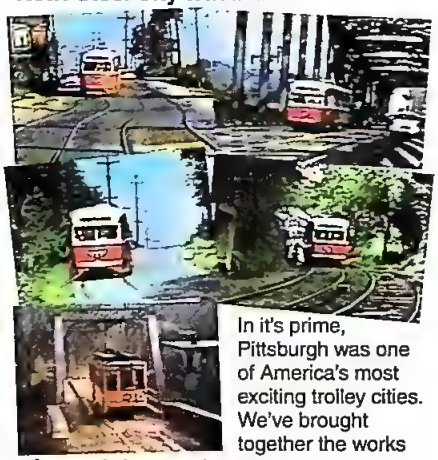

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Request For Interest

Notice is hereby given, that the United Railroad Historical Society of New Jersey, Inc. (URHS) will be rebuilding four (4) railroad passenger cars built from 1926 thru '50. These cars will be used on excursion trains operated to benefit the restoration of the railroad rolling stock collection being preserved for the future New Jersey Railroad & Transportation Heritage Center.

The work required under this Request For Interest includes: Exterior Reconstruction & Sheet Metal Work, Painting & Lettering-Exterior, Window Replacement, Reconstruction & Painting-Interior, Replacement of Lavatory Facilites, Brake System Renewal, Trucks (Wheels, Springs, etc.), Couplers & Draft Gear, Electrical Power Distribution Design and Applicabon, Generators, Fuel Tanks, Air Conditioning Rehabilitation. All of the above to be according to specifications to be provided.

All interested parties must be pre-qualified by URHS and have existing examples of managing similar projects over the last five years. A detailed list of interested party's present customer base must be submitted with a written explanation of experience managing all phases of a similar project.

Interested parties must have experience in maintaining and operating railroad cars according to Amtrak and NJ Transit specifications.

Interested parties may contact Mr. Walter Grosselfinger of URHS at 732-671-9644, E-mail to URHS@bellatlantic.net or in writing to: URHS, PO Box 711, Clark, NJ 07066 to obtain more detailed informabon.

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Camera Bag

Your guide to railfan photography

by JIM BOYD

AOL and the Internet

IT WAS SORT OF LIKE those old pot parties of the 1960s with everybody sitting around in their tie-dyes and love beads, dropping acid and saying "Wow, man," as they watched the candles glow in the dark. Actually, I was in the living room of my computer geek, Neils Olesen (who prefers the term "propeller head"), discussing the Internet by the glow of his PC as his new Husky pup was curled on my lap and taking occasional nibbles at my notepad.

"You realize, of course, that the Internet doesn't really exist," he was saying. "There is no black box somewhere with INTERNET on it that controls the whole thing. There is an infrastructure that is the backbone of the original government-created defense communication system that has been augmented by countless private corporate additions made up mostly of components of the telecommunications industry — your telephone and cable companies. But those are like the Interstate Highway System and all the highways and byways that comprise the nation's roadways. The 'Internet' is actually the traffic that flows over it, as well as the towns, cities and individual homes that the roads reach. The entire system is almost infinitely redundant, so that closing down any part of it will go almost unnoticed as everything is instinctively routed around the blackout.

"The spooky part, however, is that if it were possible to shut off all the computers on the Internet at once, it would simply vanish and cease to exist. After that moment of zero, the next computer to log on would find no Internet, in spite of the infrastructure, because the Internet as we know it is the sum of all the activity that keeps it going.

"You know that your computer is simply a dead box full of interesting hardware that has to be taught what it is every time it is started up. This is done with an elementary 'BIOS' chip embedded in the hardware that begins a series of commands that teaches the computer what it is and what is attached to it. It calls up from memory and activates the operating system that teaches the box how to think like a computer. When you shut the power off, all this goes away, and your box is a cold idiot again. When you restart, it rebuilds that intellect all over again.

"The Internet is the same way, in that it is the accumulated learning of everything that has been connected to it up to this moment, as well as collection of servers that resolve the locations of all those bits and pieces — like a gigantic phone book. (It's a place to store stuff with a built-in means to find it.) If you lose that Domain Name Server (DNS) structure, you would to need to know the exact address of everything you wanted to reach. Nowhere, however, is that Internet BIOS chip that would get it started from scratch, should the entire system ever be shut down."

"Wow, man. That's heavy." The only thing missing was the aroma of marijuana.

You can take part in this head trip anytime you fire up your computer and log onto the Internet. When the government opened up the Internet free of charge to academia, private and commercial users in the late 1960s, a worldwide communications revolution was started that is in its most minute infancy today. Within ten years nearly every electrical item or household appliance will be capable of having an Internet address and will be able to be accessed from anywhere in the world — and there are an amazing number of them out there already, from cell phones to refrigerators. In other words, where the telephone network lets people communicate, the Internet allows people and things to communicate directly. This is no passing fad which will go the way of the Hula Hoop.

There are essentially two ways to get onto the Internet with a computer that connects through a variety of technologies (there are also "Internet Appliances" that are intended strictly for Internet work like WebTV and even some video games). As we pointed out in the April CAMERA BAG, it doesn't really matter what make or model computer you use, assuming that it's a reasonably current PC or Mac or high-tech super box with the speed and memory to handle the job. To get your computer onto the Internet you need to connect it to an Internet Service Provider (ISP) or through an online service like America Online.

An ISP is a "node" computer with a universal coded address that is connected directly to the Internet infrastructure. The ISP is a direct door to the Internet. Your computer uses a modem and telephone line to connect to an ISP to get you onto the Internet. This is the basic "dial up" system used by the vast majority of private Internet users, while much faster and more expensive systems like Digital Subscriber Lines (DSL), ISDN and cable, fiber optics and even satellite connections are used by businesses and individuals who need full-time connections and can justify the considerable additional expense. A typical dial-up ISP will cost about $20 a month, and the faster stuff starts about $50 and goes up.

The secret to selecting an ISP is to get a nearby provider which has a local telephone number, rather than a long distance toll number for a connection. I discovered this the hard way when I initially used AOL as my ISP and didn't fully appreciate that Morristown, New Jersey, was a toll call from Newton until I got my first month's $600 phone bill! I quickly signed up with Net@ccess Corporation, which has a local, non-toll phone number. I changed my AOL account to their "Bring Your Own Provider" plan, which gives me all their services without the Internet access charge.

The earlier online services like CompuServe, Prodigy and AOL were not initially part of the Internet. They were

self-contained systems that were essentially hard-wired together using their own unique (proprietary) "packet switching" networks. CompuServe initially supported only text, and users could communicate only with other CompuServe subscribers. The same was true of America Online, which took a dramatic market jump by using a graphical user interface and when when it initiated its "Instant Messenger" system (IM) that let users "talk" to each other in real time using rapidly exchanged typewritten messages.

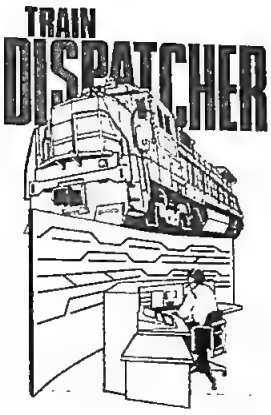
The key to the AOL Instant Messenger is the "Buddy List," which will display the screen name of anyone who is online at any given time. You put the name on your Buddy List, and thereafter it will display that name anytime that person is online. Privacy is maintained by permitting any user to block his name from the Buddy Lists of others or to ignore IM's when online. With its expansion of service as an Internet provider, AOL now offers its Instant Messenger to non-AOL subscribers, so they can communicate with AOL users and show up on Buddy Lists. For internet users there are now hundreds of other instant message services ranging from ICQ to Yahoo! Messenger.

AOL is, to this day, a mostly private network that does not require access to the Internet to function, since it is mostly self-contained. AOL does, however, now incorporate a net browser and has an entrance onto the Internet and offers itself as a true ISP. But since the AOL system is still a proprietary system with its own protocols, it has to use a "proxy server" to translate Internet information to its internal protocols. This tends to slow down the Internet browser and causes some websites to crash or simply show up as "not available."

AOL is the biggest and most popular online system today, and I use it myself for chat and e-mail (I have two e-mail addresses on AOL; one for my railfan screen name and one for my dive club screen name). I do not, however, use AOL as my ISP or as an Internet browser. I dial-up the Internet through the Net@ccess local phone number and then either pull up Netscape Communicator to go directly to the Internet or AOL to get to my e-mail and Buddy List and Instant Messenger. Through Netscape, I now also have the Yahoo! Instant Messenger, which I call up separately.

When I got started three years ago, AOL was an ideal system because it provided everything a complete novice needed to get up and online. Today there are dozens of companies — "portals" like Yahoo!, Lycos and GO Network — that provide similar services at the same or less cost. AOL is still excellent for the isolated beginner, but I would suggest that you talk with your railfan friends about the systems that they use and go with the crowd. Having a local "propeller head" is always helpful, and everyone on the Internet has his opinions about what's good and what's bad. As you learn more about how the Internet works, you can always change your ISP or online service or simply "layer" the services that you like, combining free services with those like AOL and your primary ISP that you pay for.

The Internet is a wonderful new world that is opening up all sorts of communication possibilities to make railfanning more interesting and rewarding. And you don't even need tie-dyes to take a real head trip.



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Editorial commentary

Winterail 2000

THE ANNUAL STOCKTON slide bash, Winterail, was held on March 11, 2000. This year's multi-media shows were heavy on Northern California and history. In conjunction with the multi-media show was a railroadiana sale, and the unquestionable hit at the dealers' tables was the debut of *One Track Mind,* the latest black & white masterpiece from Ted Benson. Greg McDonnell of Boston Mills Press was busy selling copies and Ted was feverishly autographing them. It was estimated that one out of ten people attending the slide show purchased a copy of *One Track Mind.*

Each year a new inductee is put into the Winterail Hall of Fame, and this year's recipient is Stan Kistler. Stan joins Guy Dunscomb, Wilbur Whittaker and Chard Walker in the hall. The Hall of Fame award was started at Winterail '97 and recognizes outstanding achievements of the pioneers of rail photography and is seen as a means of giving something back to the photographers who have given so much to today's shooters. The names are on a permanent plaque at the Feather River Rail Society's museum in Portola, California.

As for the slide shows themselves, getting the ball rolling was *Stockton Tower Out* by Evan Werkema. Evan has become Winterail producer Vic Neves' right-hand man, and his show traced the history of the Winterail landmark from beginning to end. It was the appropriate time for this show, as Stockton Tower was still standing, though closed, at Winterail '99. It was demolished late last year.

Next was *Southern Pacific's Ione Branch — A Lone Survivor* by Mark Acuna and Fred James which detailed the branch in the days before Union Pacific. *Passenger Specials and Private Varnish* by Chip Sherman got us out of California to view a variety of "window train" moves across the West.

The house was packed for Don Olsen's movie, an annual event at Winterail. This year's subject was *Southern Pacific — East Bay in the 1950s* with lots of color footage of SP steam and early diesels. Keeping with the vintage California theme was the next slide show, *California Railfan Trips in the '50s and '60s* by Dudley Westler. This show contained a lot of scenes taken during photo stops on the various excursions presented.

The last show before the dinner break was Glenn Beier's *Westside Lumber Company,* which was narrated live (as opposed to the pre-recorded soundtracks of the rest of the shows). Once again, a lot of good Northern California vintage scenes were presented.

The first show following dinner was Ken Meeker's *Tragedy at Hayward,* which profiled a wreck on the Western Pacific in 1980. What made this show special was the way Ken (a WP employee at the time) wove the human tragedy of the wreck into the show, right down to his waving to the crew on the caboose minutes before they died.

It was on to trolleys for Clark Frazier's *Traction Twilight in the East Bay — Key System and Sacramento Northern* with lots of freight motors and streetcars flashing onto the screen. A late addition to the lineup was Peter Erlich's *ALCOhaulics,* with view of smoking diesels all over California. *E. Forrest Hadley on the Santa Fe* presented Chico's road from Richmond to the San Joaquin Valley with streamlined trains galore (including a couple on their side).

Finishing up the evening was *Farewell to Niles Tower* by Ted Benson, the only black & white show of the evening. Ted tacked on

***THE 2000 WINTERAIL HALL OF FAME AWARD** was given to Stan Kistler (**right**) at Stockton, California, on March 11, 2000. The award recognizes outstanding achievements of the pioneers of railroad photography. Winterail producer Vic Neves presented Stan with the award.*

a short segment, *Lest We Forget*, with more stunning b&w. The show was rich in content and photography, capping off an excellent Winterail 2000.

Advice for next year's Winterail? Order your tickets early. As for this year, thanks go out to producer Vic Neves, Ken & Cheryl Meeker and all the roadies for a great show. See ya next year. — *S.B.*

1999 Along the Rails Contributors

Space constraints prevented us from covering this last issue, when the 1999 Along the Rails PHOTO LINE piece actually appeared, so we'll catch up here. The response to our call for photographs was pretty amazing, considering the near-impossible-to-meet deadline placed on entries (thanks to the still-unexplained postal delays to the February issue which first announced the feature). Despite all that, we received contributions from more than 70 photographers, making for an interesting, well-rounded section (at least we think so . . .). Our sincere thanks to the following for their contributions to 1999 Along the Rails: Frederick G. Bailey, Richard Barnes, Jr., Jim Bauer, J.P. Baukus, Jr., Mark Bess, Mike Biehn, Jim Bobel, James H. Boeger, James G. Bogle, Jeff Bray, Jeff Brouse, Bridgette Burkholder, Kevin Burkholder, Bruce A. Burton, Sandy Burton, Joe Calisi, Brian Carlson, Robert R. Carpenter, Les Clark, Roger Cook, Mike Del Vecchio, R.L. Eastwood, Jr., Bob Eisthen, Don R. Flynn, Dean Freimund, Joe Greenstein, James W. Guffey, Jason W. Hall, George Hamlin, Robert R. Harmen, Brad Hoeme, Mark W. Hoffman, Mike Hoppe, Bill Hough, Dick James, Edward L. Johnson, Bill Kalkman, Don Kalkman, Frank Keller, Bruce Kelly, Andrew Kent, Ken Kraemer, Terry LaFrance, Al LaFredo, Elrond Lawrence, Don Marenzi, Alex Mayes, Brad McClelland, Garry & Roz Miller, Stewart B. Milstein, John Morey, Frank S. Novak, Robert A. Oom, Jeff Patelski, S.J. Pattison, Mark Perri, Candy Pitarys, George Pitarys, Frank Powell, Richard P. Reiff, Scott Ridenhour, Michael D. Sawyer, Gary R. Schermerhorn, Bruce Schwierske, Steve Smedley, E. Donald Smith, Dennis Snyder, James Springer, John F. Sullivan, Pete Swanson, Matt Van Hattem, James Otis Webb II, Dale W. Woodland, Jim Wrinn and Ken Young. The next photo call will most likely be for the Cover One contest. Keep an eye out for details in an upcoming issue. We'll try to give you a little more than two weeks' notice for that one! — *G.F.*

Our railfan friend in Nashville

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Next Month

Coming up in....

RAILFAN & RAILROAD

BRAD McCLELLAND

• INDIANA & OHIO'S DT&I SUBDIVISION: Things have changed a lot in the three years since I&O took over operations on the former Detroit, Toledo & Ironton in Western Ohio. Brad McClelland has the details.

BILL VANTUONO

• CUBAN RAILROADING: Recently, Bill Vantuono of *Railway Age* paid a visit to Cuba in the line of duty. Next month, he provides R&R readers with a rare look at that country's fascinating rail system.

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it has been a real pleasure to communicate with Quebecor's Tommy Jackson, who coordinated and logged all the inbound computer disks, slides, prints and other pieces of R&R that got assembled into the final printed product. It didn't take long to discover that Tommy is a railfan, which made communicating changes or finding specific photos at the Nashville plant much easier (Tommy would know what we meant when we said, "We've got a slide down there of an E-unit that we need the date off the slide mount . . ." rather than have to try to describe an E-unit to a non-railfan).

In this changing corporate world with its mergers, Quebecor purchased World Color and in the ensuing consolidations decided to close the Nashville plant, displacing many of the people we have come to know over the past four years. Fortunately, Tommy was in a position where he could retire. We realized that no other railfan in the country had done as much work for R&R over those years without getting published as Tommy had. We therefore invited Tommy to submit a photo for FINAL FRAME, which you will find on **page 66**. All railfans seem to have a special day they immediately recall when they think of the fun spent in this hobby, and for Tommy that day was when the *Tennessee Homecoming Special* visited Nashville in 1986 behind CSX FP7 118.

This issue marks our first printed at the Quebecor plant in St. Cloud, Minnesota. But as a tribute to the people who have helped put R&R onto paper for the past four years, FINAL FRAME takes us back to Tennessee.

Thanks, Tommy. Enjoy your retirement.

Steve

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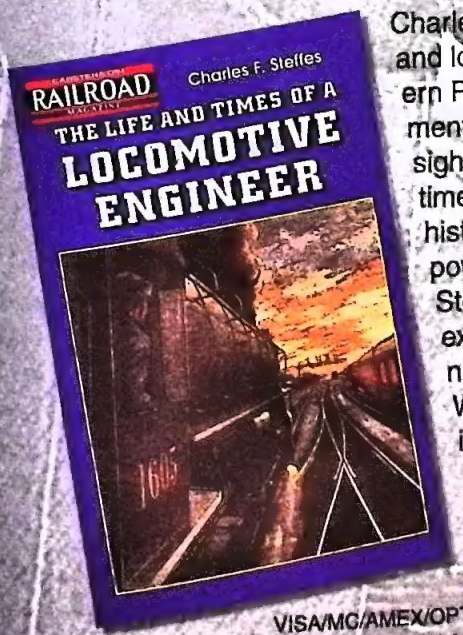
The Life and Times of a **LOCOMOTIVE ENGINEER**

by Charles Steffes



Charles Steffes worked as a fireman and locomotive engineer on the Southern Pacific from 1937 until his retirement in 1976. His humorous and insightful autobiography brings to life a time of transition on the rails — the historic change from vintage steam power to first generation diesels. Steffes details the glory days of this exciting era in railroading in California — before, during and after World War II. Attempting to enlist in the Seabees, Steffes discovered that the SP had gotten him an essential war deferment: See what it was like during the hectic war years as traffic grew heavier, and the changes wrought by diesel locomotives.

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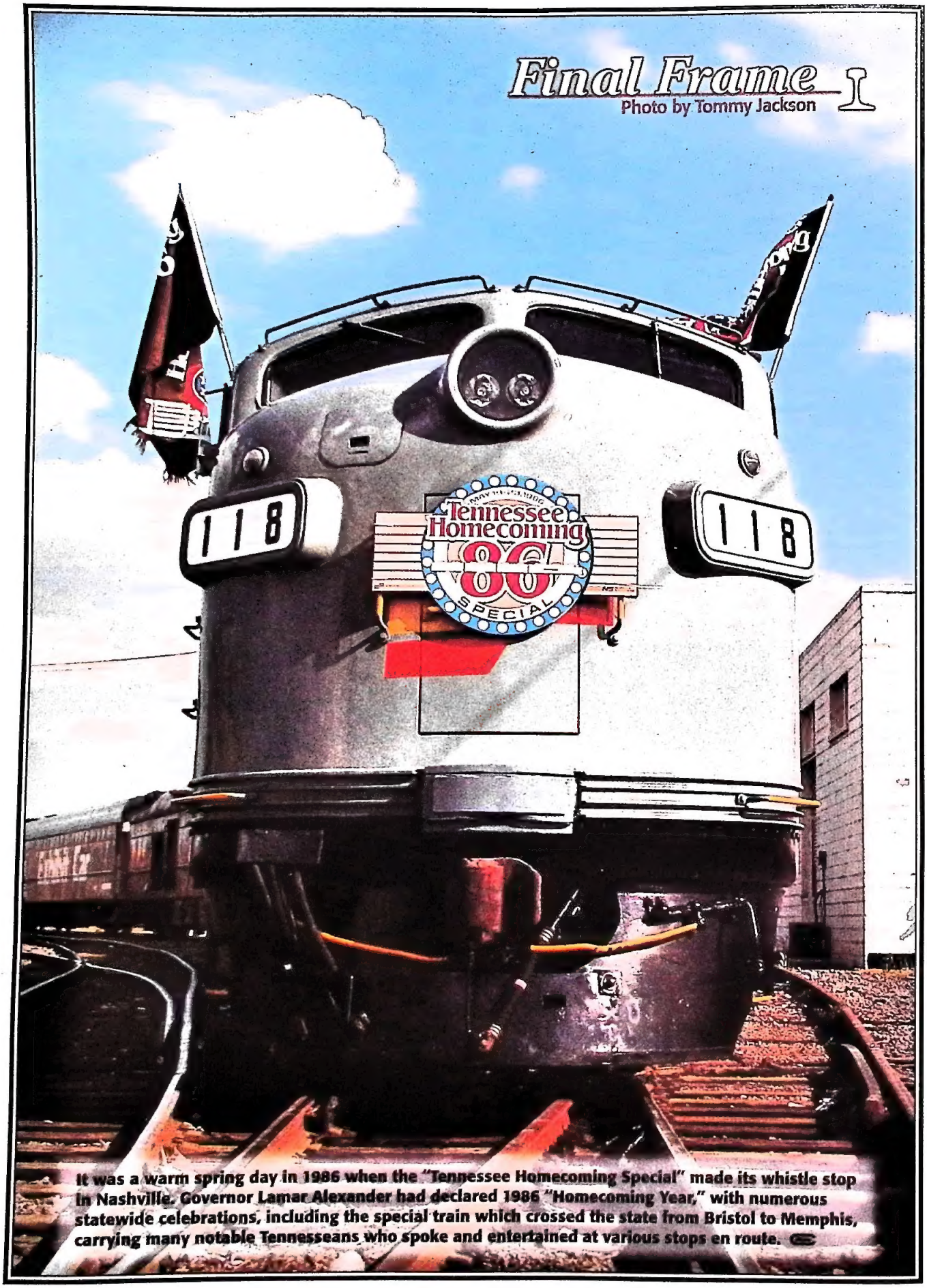
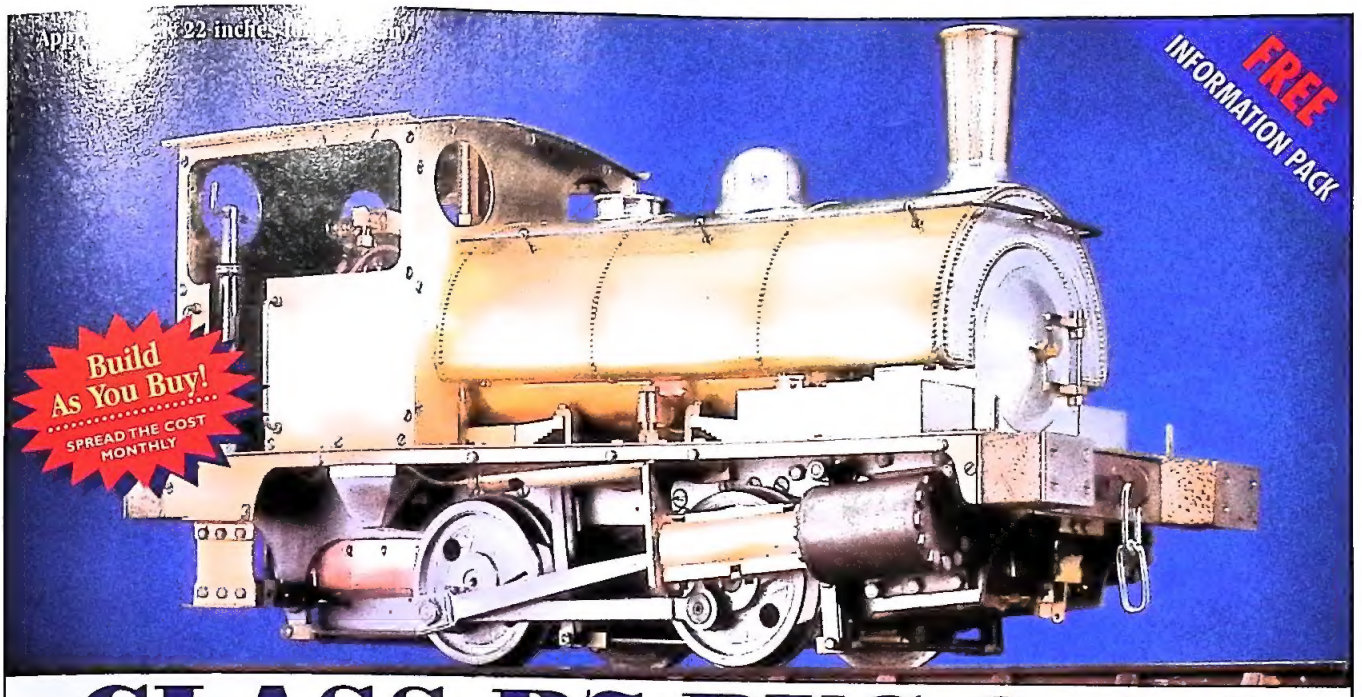


It was a warm spring day in 1986 when the "Tennessee Homecoming Special" made its whistle stop in Nashville. Governor Lamar Alexander had declared 1986 "Homecoming Year," with numerous statewide celebrations, including the special train which crossed the state from Bristol to Memphis, carrying many notable Tennesseans who spoke and entertained at various stops en route.



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This model is the result of extensive research including a thorough examination of No. 51218, one of only two surviving examples of the class, presently of the Keighley and Worth Valley Railway. We are confident this product will represent one of the most definitive models of the class available anywhere. The Pug incorporates all the usual attributes of a Winson kit and yet has been specifically designed to deliver our best value for money ever - this is our lowest price build-as-you-buy locomotive model announced to date.

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Your kit comes complete with every component necessary to complete and run a finished locomotive. Everything is designed for straightforward bolt-together assembly with no machining required. The locomotive frames are precision cut and the plate-work is pre-formed, leaving only some hand finishing to produce a model in which you can take real pride.

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Faster Results and Affordable Too . . .

You may have dreamed of building your own live steam locomotive for some time but sometimes the choice of subject can be difficult. In so many ways the Pug is ideal if you're looking for a small affordable locomotive in 5" gauge.

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MIKE WADE
FORMER ASSISTANT EDITOR OF MODEL ENGINEER

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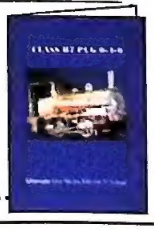
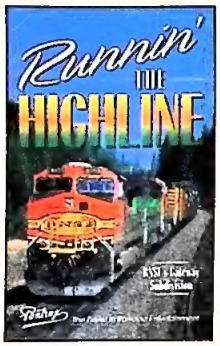


Runnin' The Highline

BNSF's Gateway Subdivision



Get ready for an incredible journey up the former Western Pacific highline aboard a BNSF freight train. Traveling between Keddie, California and Klamath Falls, Oregon, the ride is an exciting way to view the stunningly beautiful trackage of the Inside Gateway. A few years ago these tracks were nearly abandoned and saw no through trains. Now, as a result of railroad mergers, the line plays an important role in BNSF's overall strategy and traffic levels are at record highs.

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Scenes shot from the locomotive cab and from the ground show the variety of trains crossing high trestles, passing through tunnels, and crawling up steep grades and around sharp curves. Railroaders work hard on the Gateway Sub – it's a place of awesome landscapes and exciting railroad operations.

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